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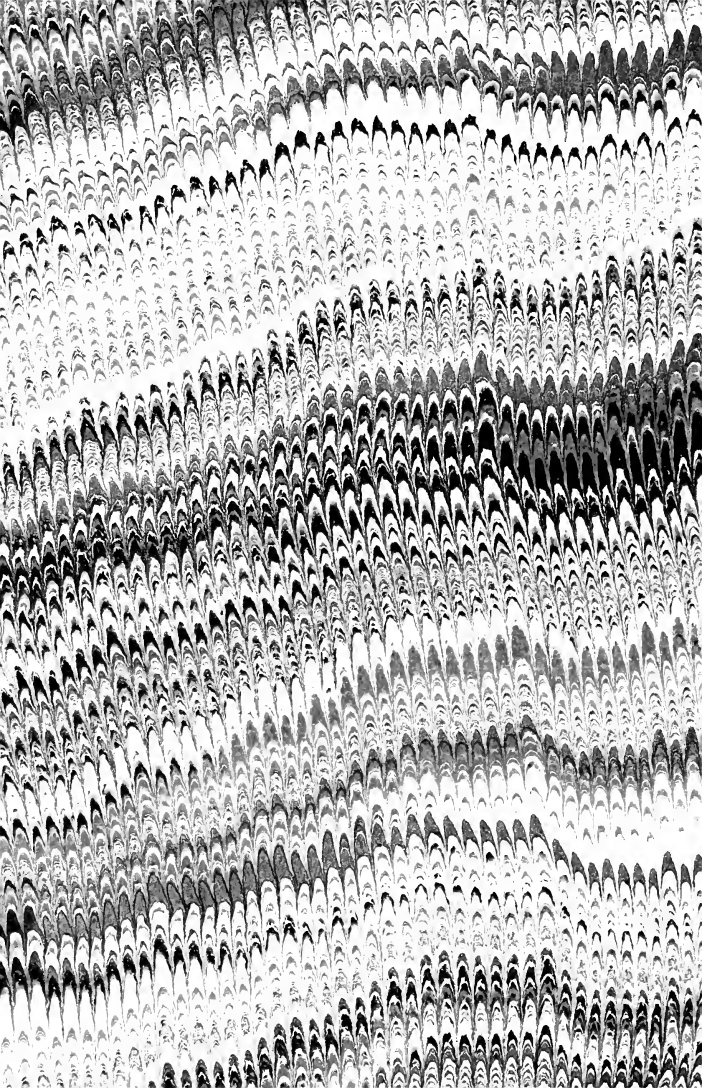
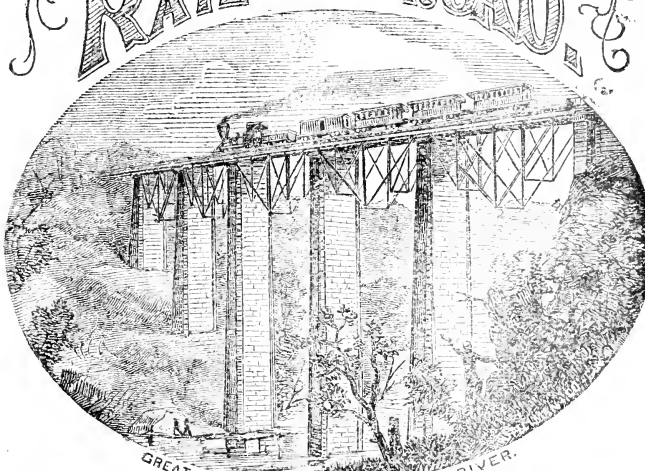


TRAVELERS GUIDE TO THE LOUISVILLE AND NASHVILLE RAIL ROAD.



GREAT IRON BRIDGE OVER GREEN RIVER.

LUCAS & CO.
Southern News & Advertising Agents,
LOUISVILLE, KY.
1877

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SCOTT, DAVISON & CO.

MANUFACTURERS,

AND WHOLESALE AND RETAIL DEALERS IN

Men and Boys' Fine Clothing,

AND

FURNISHING GOODS.

We manufacture all our Goods in Newark, New Jersey, the best and cheapest city in the United States for the manufacture of Clothing. Mr. Scott, our senior partner, attends to the buying and manufacturing, giving us the advantage in the New York Market daily, and his

PERSONAL SUPERVISION

in manufacturing, in which, after an experience of over twenty-five years, he has no superior. These facilities enable us to compete successfully in our wholesale department with New York Jobbers, as we can manufacture cheaper than they can, with their expenses.

In our Retail Department, our customers will find much the largest and most varied assortment in the city of Louisville. We are paying particular attention to our

BOYS' DEPARTMENT,

and will keep always a large and beautiful assortment, embracing all the newest styles in all sizes, from three years old, and upwards. Our prices in all Departments always as low as the same goods can be bought any where. We respectfully solicit an inspection of our stock by wholesale and retail buyers.

SCOTT, DAVISON & CO.,

Louisville Hotel Block,

Corner Sixth and Main Streets,

LOUISVILLE, KY.

Manufactory 317 Broad St., Newark, N. Y.

01-16531

THE

LOUISVILLE AND NASHVILLE RAILROAD.

THE LOUISVILLE AND NASHVILLE RAILROAD, with its connections, runs three hundred and twenty four miles southward from Louisville, tapping the richest quarter of the State of Kentucky, and penetrating the State of Tennessee to its capital city, Nashville. There is, perhaps, no railroad south of the Ohio River that is of equal importance to the South, being the only main line that will for years afford the means of speedy exit northward for the heavy travel and rich products of that region.

The two cities of Nashville and Louisville stand at each termini of the main line, benefitted beyond measure by the vast traffic that yearly engages the passenger and freight departments of the road. And along the line—branches and main—the enhanced value of lands, the enlarged population of the towns, the improvements of public and private enterprise, the rapidly increasing productions of the soil, and the prosperity of the people generally, attest the wonderful blessings of the road.

The Hon. JAMES GUTHRIE may be fairly considered the originator of the line. At all events, more to him than to any other man or men, does the road owe its present prosperity, its vast reserve of stock and machinery, its splendid equipments.

And next to Mr. GUTHRIE, in point of talent and usefulness, among the many who have given and are giving genius and labor to the advancement of the road's prosperity, stands Mr. ALBERT FINK, now General Superintendent, former Engineer and Superintendent of Machinery and Road Department. There is hardly a road in the country

that has required the exercise of finer engineering talent than this. Broad rivers have been crossed, deep ravines have been spanned, hills have been climbed, and tunnels of great length pierce the otherwise impassable mountains, and yet there is no road surpasses this in any qualities that make a first class railway. The splendid iron truss bridges that span the different rivers of the route, have been not only built by Mr. FINK, but they are his invention, and as long as the road endures those bridges will stand, exhibiting the admirable genius of their inventor.

The officers of the Company as at present organized are as follows: President, James Guthrie; Directors, James Guthrie, James B. Wilder, W. B. Hamilton, J. C. Guild, H. D. Newcomb, R. A. Robinson, W. H. Smith, Russell Houston; Secretary, Willis Ranney; General Superintendent, Albert Fink; Engineer and Assistant Superintendent Mechanical Department, Rudolph Fink; Asst. Superintendent of Transportation, D. W. C. Rowland; General Passenger Agent, J. F. Boyd; General Freight Agent, F. S. Van Alstein.

The city of Nashville, the southern terminus of the Louisville and Nashville Railroad, is the chief city and the Capital of the State of Tennessee. There is no city in the Union that has a finer location, more eligible building sites, a richer variety of surrounding landscape, a healthier, pleasanter climate. The place was founded in the year 1779 by a party of North Carolinians, of which Gen. James Robertson was chief. The name first agreed upon was Nashborough, afterwards changed to Nashville, in honor of General Francis Nash, of North Carolina, who was killed at the battle of Germantown in 1777. From its foundation up, Nashville has had a slow but steady and certain progress. In 1787 there were about half a dozen framed and log houses, and twenty or thirty cabins. In 1801 a law was passed by the General Assembly authorizing a tax to build a market house. In 1804 the population was 400. In 1806 the town was incorporated, with a Mayor and six Aldermen, Joseph Coleman being the first Mayor. In 1801 the population had increased to 1,100. In 1818 the first steamboat arrived, hailing from Pittsburg. She was 110 tuns burden, and named "General Jackson." In 1823 the population was 3,460, and in 1830, 5,566.

In 1825 fifteen to twenty boats run to New Orleans, Louisville, and Pittsburg, exporting over a million dollars worth of cotton. In 1832-33 the business of the place increased greatly, and continued to increase till the revulsion

of '37, when wealth and poulation fell off together. In 1842 prosperity came again with specie payments. In 1845 the corner stone of the magnificent capitol building was laid, and the project of the Nashville and Chattanooga Railroad began first to engross attention. From that time up to the beginning of the rebellion, Nashville had unexampled prosperity. Improvements of a public and private character were going ahead on every hand. Railroads were projected, and in 1853, the city and its county of Davidson voted a subscription of one million dollars to four roads—the Tennessee and Alabama, the Louisville and Nashville, the Henderson and Nashville, and the Nashville and North Western. And these roads were all put under construction, and have gone forward with mixed speed towards completion. The war came, and the history of the place changes from peace and commerce to war and the clash, and trade, and excitements attending the movements of vast armies. The part the city has played in the dire drama of the past four years may be learned from thousands of witnesses, and from numberless printed pages, and this little book need not repeat the history.

Nashville is about three miles long by two wide, and covers an area of some six square miles. It has a population of about 50,000 inhabitants. There are numerous churches and schools, and institutions of learning abound. The magnificent Capitol building, the Masonic and Odd Fellows Halls, the splendid wire bridge across the Cumberland River, and the immense work-shop and depot-buildings of the various railroads that center in the city, are all objects of interest, and well worthy the visits of strangers. And the newspapers—of which there are over a half dozen dailies—stand among the ablest conducted and most enterprising of the Union.

The Louisville and Nashville Railroad, from its splendid passenger depot on North College street, a stone's-throw off, crosses the Cumberland River on a fine Howe Truss bridge, 700 feet long, and passing through Edgefield—a suburb of Nashville—makes its first station at

EDGEFIELD JUNCTION,

10 miles on. For several miles before reaching this junction, passengers have the beautiful Cumberland River flowing down to their right. At high water, steamboats navigate the stream to a place called Burnside's Point, some hundred miles above Nashville.

Edgefield Junction is in Davidson county, Tenn., and is

the connecting point of the Henderson and Nashville Railroad. This road is chartered through to Henderson, Ky., on the Ohio River. Work on it, however, has progressed slowly, owing to some local opposition, and during the war, of course, there has been an entire suspension. Rails are laid to Clarksville, and it is now expected that active measures will be inaugurated for its completion. The great coal regions of Southern Kentucky will, by this line, contribute to Nashville, and through northern connections at Evansville, Ind., an immense grain-carrying trade is anticipated.

Leaving the Junction, five miles on, we have a station called

HENDERSONVILLE.

This is our first stop in Sumner county, fifteen miles from Nashville, and we are in the midst of one of the finest agricultural regions of the State. Planters hereabout are generally in affluent circumstances.

From Hendersonville on four miles is

SAUNDERSVILLE,

Sumner county, merely a stopping place for neighborhood accommodation.

Two miles on, our next halt is at

PILOT KNOB,

Sumner county, a neighborhood flag-station.

Five miles further, and we are at

GALLATIN,

The county seat of Sumner county. This thriving young city has a population of some two thousand, and is one of the handsomest and wealthiest places in the State of Tennessee. Before the war, capital was seeking investment here in cotton manufacturing. The city is in the center of one of the best cotton growing regions in the State. The place, however, was early occupied by the contending armies, and an effective stop put to the enterprise of its citizens. During the war the city changed hands several times. On the 12th of August, 1862, Col. Boone, commanding the 28th Kentucky Infantry, surrendered the place to the Confederate General, John Morgan. Morgan destroyed a train of twenty-nine cars, the water station, a bridge two and a half miles south, and another six miles north. The rebel forces held possession but a few days, the Federal General John-

son moving against him from Nashville. A battle was fought, and Morgan retired across the Cumberland.

Leaving Gallatin, a run of seven miles carries us to

SOUTH TUNNEL,

Sumner county. Here there are two short tunnels, the south one 600 feet long, and the north one 900 feet. In August, 1862, Morgan captured the Federal forces stationed there, and set the timber work that supported the sides and roof of the tunnel on fire. The railroad from this point each side, for twenty miles or more, two or three months of the year 1862, was held by the rebel forces. The November following the Army of the Cumberland, under Gen. Rosecranz, moved down the line of the road, and by the 13th of the month had reached these tunnels. Albert Fink, Esq., then Chief Engineer of the road, made, in 1863, a most interesting report to the Board of Directors, from which we extract the following in regard to the damage done to the tunnels by Morgan:

"The Company's force was at once set to work to clean out the tunnel. The immense heat, caused by the combustion of the great quantity of timber which had supported the roof and sides of the tunnel (the 'packing' being of wood), had caused a large mass of material to fall, which filled up the tunnel to an average height of twelve feet, for a distance of 800 feet. The removal of this material proved quite a difficult task, owing to the scarcity of labor, the dangerous character of the work, and many other impeding circumstances not looked for in ordinary times. By the 25th of November, however, the work was accomplished, and, the Government forces meanwhile having repaired the bridges between the tunnel and Nashville, trains were again run through from Louisville to the latter place."

Moving on five miles we reach

FOUNTAIN HEAD,

Sumner county, a flag-station, and three miles on we are at another flag-station called

RICHLAND.

Another move of four miles and we are at

MITCHELLSVILLE,

Sumner county, the last station in Tennessee, 45 miles from Nashville. On the 15th of November, 1862, Gen. Rose-

cranz occupied this place with the Army of the Cumberland, then first moving south upon its re-organization after the famous Buell campaign.

We next halt, four miles on, at

FRANKLIN,

The county seat of Simpson county, Kentucky, and one of the most flourishing places in that State. In the spring of 1863, guerrillas operated extensively in the vicinity of this place, throwing off trains, burning cars, &c. On the 19th of March, a short distance south, a passenger train was attacked and robbed. The city contains 2,500 people. The streets are broad and well paved, and the houses mostly of tasteful architecture. A rich country round about gives prosperity to the town, and school houses, churches, printing offices, and all the concomitants of such prosperity are here.

Our next station, nine miles on, is

WOODBURN.

Warren county, Ky., a neighborhood post for meetings and trade. Guerrillas operated here, also. A freight train, heavily laden with Government mules, was caught and burned. Many of the poor animals were burned alive, being unable to escape.

Three miles on is the station

RICH POND,

Warren county.

Four miles further and we have

MEMPHIS JUNCTION.

This is the connection of the branch line that runs south westwardly off toward Clarksville and Memphis. The Louisville and Nashville Railroad Company own 64 miles of that branch road, carrying to the State line at Tait's Station, at which point another Company's line begins, Memphis, Clarksville & Louisville, and runs through Clarksville, and across the Cumberland to Paris, Tenn., where another connection is made for Memphis. These different roads, however, will, for purposes of travel, operate as one, and passengers taking cars at Louisville may go through to Memphis without change. In another place we give brief descriptions of the different towns and stations of the Memphis Branch to the Cumberland River.

Leaving Memphis Junction, five miles brings us to the famous city of

BOWLING GREEN,

The capital of Warren county, Ky. This city lies on the left bank of Barren River, 72 miles from Nashville, and 113 from Louisville. The place is splendidly located, in the midst of a rich and fertile region, and contains a population of some 3,500. There are numerous elegant residences, and the business streets are crowded with merchants and artizans. At the opening of the war, Bowling Green was occupied by the Confederate forces under Gen. Buckner. The Confederates evacuated shortly after the fall of Donelson, in February, 1862.

As the war progressed, Bowling Green was the center of active operations, and though almost continuously held by a Federal force, yet many times during 1862 and '63 the Confederates were masters of the place. Yet no event of importance took place here or in its immediate vicinity. Bowling Green was strongly fortified by the Federals. On Vinegar Hill and College Hill stand forts that have been pronounced impregnable. At all events, they could have been captured only at the sacrifice of many lives.

Bowling Green is one of the dining places for the Louisville and Nashville Road. Since the war an elegant new hotel has been built adjoining the depot, which, under the well-known Mrs. Ritter, is giving unsurpassed satisfaction to hungry travelers.

Our road crosses Barren River at this point, and travelers will not fail to observe the splendid

IRON TRUSS BRIDGE

That carries locomotive and cars so safely and firmly over. This bridge is the invention of Albert Fink, Esq., now General Superintendent of the road. It is a tower bridge of two span, and its entire length is 412 feet.

Steaming on four miles we are at

BRISTOW,

Warren county, Ky., a flag-station; and seven miles further, the waving of a flag halts us at

OAKLAND,

Warren county.

Our next stop is two miles on, in Barren county, Ky., at the flag-station called

SMITH'S GROVE,

And from thence five miles more sweeps us to

ROCKY HILL,

Barren county.

Another five miles, and we are at

GLASGOW JUNCTION.

Six miles further on, we bring up at

CAVE CITY,

Barren county. This is the landing place for visitors to the famous

MAMMOTH CAVE.

A line of coaches runs daily over to the Cave, nine miles to the west, and visitors have then before them miles of underground travel. There is a good hotel at the Cave, large and commodious, where the hungry and foot-sore sight-seer may feast and rest.

Cave City is one of the chief dining places for passengers over the Louisville and Nashville Road, and many a hungry wight will remember the place with feelings of satisfaction. The rebels held the place for a time during the war, and on leaving destroyed the station-house and hotel, and other buildings, so that hardly a vestige of it remained.

Having replenished our innerselves with the substantials of mine host of the Cave City Hotel, we are again on the move, a mile away passing

WOODLAND,

Barren county. Three miles on, we reach

HORSE CAVE,

Hart county. Making five miles further we are at

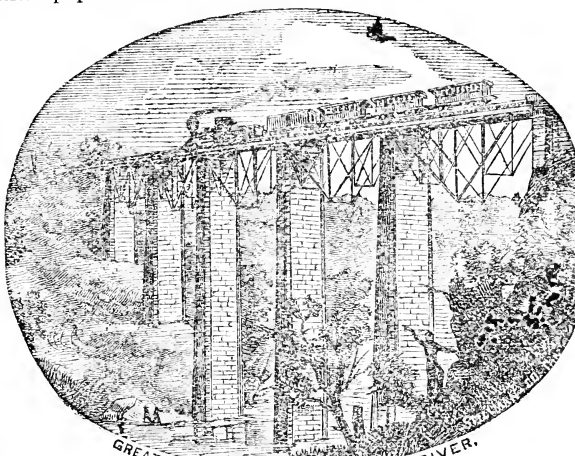
ROWLETT'S STATION.

Underway again, two miles run brings us to

MUNFORDSVILLE,

The capital of Hart county, Ky. Another thriving Kentucky town is this. The place lies about one mile off the railroad, behind the hills to the right, and cannot be seen by passengers. It is upon the right bank of Green River, has

a heavy local trade, has churches and schools abundant, and a population of about 1,000.



GREAT IRON BRIDGE OVER GREEN RIVER.

The great bridge across Green River at this point, is one of the wonders of the Louisville and Nashville Road. Trains will cross and recross, and passengers hardly observe a motion different from that upon the firm earth. This bridge, also, is the invention and work of Mr. A. Fink. It consists of five-spans, is 1,012 feet long, and rests 117 feet above water, and was built at a cost of $180,000.

Munfordsville, during the war, was the scene of many stirring events. The Green River Bridge was one of the most important points for protection on the road, and the Confederates made as persistent efforts to destroy it as the Federals to protect it. At the time of Bragg's invasion of Kentucky, two hotly contested battles were fought in sight of this bridge. On the 15th of September, 1862, reinforcements, sent from Louisville by Gen. Boyle, having reached the Federal garrison, a fight took place in which the assaulting Confederates were repulsed. Next day, however, Bragg renewed the attack with increased numbers, and

compelled the garrison to surrender on the 17th. Green River Bridge was blown up, and the whole road to Louisville laid at the mercy of the invading enemy.

Prior to this, in 1861, while the Confederate headquarters were at Bowling Green, Col. Willich's regiment of Indianians fought in this immediate vicinity the first battle on Kentucky soil. Colonel Terry, of the Texas Rangers, was killed, and the Confederate forces driven back.

The cars again moving bear passengers seven miles on to

BACON CREEK,

Hart county. The bridge at this point was also burned by Bragg at the time of the destruction of the Green River Bridge; and on the 25th of December following, the Army of the Cumberland, having in the mean time advanced and repaired the road to Nashville, Morgan, with some 4,000 men, made a sweep to the rear of the Federal army, striking the road at this point, and subjecting the bridge, of course, to another fall.

We are again steaming ahead, and in seven miles reach

UPTON STATION,

Hart county.

Four miles ahead we are at

SONORA,

Hardin county, and three miles further we pull up at

NOLIN.

The bridge here was burned by Morgan.

Two miles on we are at

GLENDALE.

Still further, eight miles, we make stop at

ELIZABETHTOWN,

The county seat of Hardin county. And again it is our pleasure to note one of Kentucky's most prosperous cities. But few places in the State surpass it in wealth, enterprise, and intelligence. There is a population of about 2,500. During the war, Elizabethtown was the scene of several stirring military events. On the 27th of December, 1862, Morgan bombarded the Federal garrison and compelled its surrender. The station-house was destroyed and bridges burned.

From Elizabethtown, a ride of six miles brings us to the famous

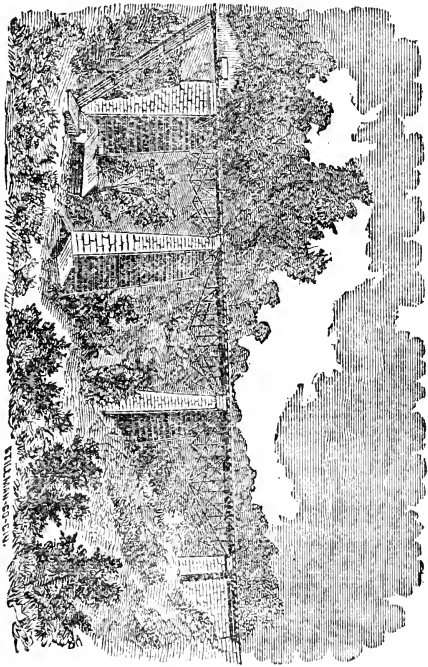
MULDROUGH'S HILL,

Through which is passed by means of the

GREAT TUNNEL

Of the road, which is 2,300 feet in length.

A mile further we are again crossing one of Fink's Iron



Truss Bridges. A small stream, called Sulphur Fork, courses the mountain defile, and this bridge is thrown over the gap above it. It is a splendid structure, 497 feet long, and stands 100 feet above water. Travelers will notice the

romantic character of the country in this vicinity. The road winds in and out among the hills, now clinging to the side of some bold bluff, now plunging through deep cuts, then sweeping upon iron bridges over deep defiles, while far down to the right hand winds the quiet valley, and across, seemingly a stone's throw, frown huge rock-covered bluffs. A half mile further on, another mountain defile is spanned by a fine iron bridge. This structure is 497 feet long, and 80 feet high.

These two bridges thus described were destroyed by Morgan in December, 1862. The great tunnel just passed and these bridges were especially guarded by a detatchment of Federal soldiers. They had fortifications at Muldrough's Hill, which were surrendered on the 28th, and Morgan at once reduced the immense trestle-work, then temporarily supporting the bridge, to ashes.

Leaving the mountain passes and deep valleys of Muldrough's Hill, our first stop is at

COLESBURG,

Hardin county.

Crossing the splendid iron tower bridge over Rolling Fork, four miles on, we reach

LEBANON JUNCTION.

Here branches off toward the southeast, the Lebanon Branch of the Louisville and Nashville Road. This line is chartered on through to Knoxville, Tenn., and is now finished to Crab Orchard, 115 miles from Louisville, leaving 156 miles to Knoxville yet to be built. Forty miles of this, however, is graded, and in a year or two the rails will probably be laid through. The route is through the famous Cumberland Gap, and is really the only one practicable between the Ohio River and Knoxville. Once completed, this road will open up to the city of Louisville the magnificent grain region of East Tennessee, and the merchants and business men of that city will reap incalculable benefits from it. Elsewhere mention is made of the several stations of this branch road.

From the Junction on five miles we are at

BELMONT,

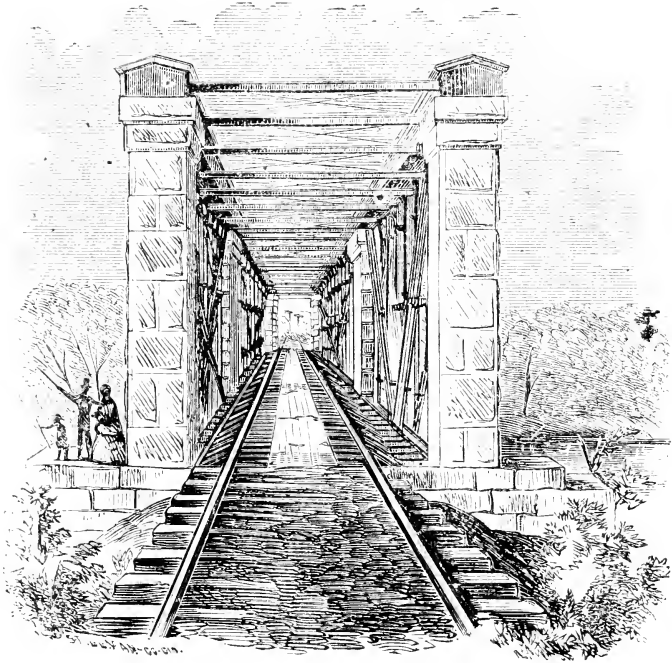
Bullitt county.

Three miles still further brings us to

BARDSTOWN JUNCTION.

Four miles north of Bardstown Junction, we are at

FINK'S GREAT TOWER BRIDGE,



OVER ROLLING FORK.

SHEPHERDSVILLE,

The county seat of Bullitt county. Passengers cannot fail to note the splendid iron bridge that here again marks the course of the Louisville and Nashville Railroad. The river here crossed is famous in old political annals. Many a discomfitted politician has navigated its shallow waters, and may be many a disheartened *voyageur* has had the political life strangled out of him by its briny waters. Salt River will live in history, and here is the veritable stream. The bridge spanning it is one of the best on the road—of three span, and 462 feet long.

Shepherdsville has a population of 1,000, and is the center of a fine producing country. There is a heavy local trade. The place was occupied by the Confederates under Bragg, and Salt River Bridge totally destroyed on the 28th of September, 1862. This, it will be observed, is but 18 miles from Louisville, and the operations of the enemy here caused the most serious alarm to the good people of that city. No nearer approach, however, was made, and on the 30th, Buell, having re-organized his army, assumed the offensive, reaching Shepherdsville the evening of October 2d, and forcing the Confederates to retire. In nine days the bridge was rebuilt and trains passing over!

Again we are on the wing, and running five miles we reach the flag-station

BROOKS,

Bullitt county.

Moving on six miles brings us to

RANDOLPH'S,

Jefferson county.

Nine miles more we are at

LOUISVILLE.

The northern terminus of this great artery, through which trade and travel flows between the Northern and Southern sections of the nation, is most admirably located at the head of the Falls of the Ohio, seven hundred and fifty miles from Pittsburg, and four hundred and fifty miles above Cairo. Louisville was located in 1773, by Captain Thomas Bullitt, who led the first exploring party. On his route, Capt. Bullitt and party made treaties with the Indians of relinquishments of lands by them to the whites. Captain Bullitt laid out the town on its present admirable site, but died without making a permanent settlement. Members of his

family, however, subsequently visited the locality, and his descendants now reside in our midst, many of whom have been and are yet among our most enterprising and public-spirited citizens.

Small parties upon trading and hunting expeditions, continued to visit the Falls, and the neighborhood, but no progress was made toward the settlement of the country until General George Rogers Clarke made his expedition in 1778. Early in 1779, the first stockade, for the protection of the settlers against Indian incursions, was erected near the river at the present terminus of Twelfth street. The first encampment was upon Corn Island, which was so designated from the fact that the first crop of corn in this region was grown upon that Island, which at that time embraced many acres of ground, and contained a dense forest. The action of the water, however, has steadily diminished the area of this island, until at present, during high water, this almost classical spot is lost to the view, not a tree or shrub remaining to mark a location so hallowed by the memories of the past, and at one time so beautiful to the eye of the beholder.

Soldiers and settlers were rapidly attracted to the Falls, through the energy and enterprise of Gen. Clarke and his pioneer band, from the settlements in Pennsylvania and Virginia. In 1780, the first fort was constructed, and in 1782 a larger one was built north of the present line of Main street, between Sixth and Eighth, and was called "Fort Nelson," in honor of the Governor of Virginia.

Trading voyages above and below the Falls were frequently made to the new settlement. These trading expeditions generally originated at Pittsburg, and were carried on through the medium of flat boats. The first voyage of this kind was conducted by Colonel Richard Taylor and his brother, and was extended from Pittsburg to the mouth of the Yazoo River, during the year 1769. Another trading expedition in 1776, under the supervision of Messrs. Gibson and Linn, and still another under Messrs. Tardivean and Honori, was the inauguration of a trade with New Orleans, the former expedition embarking at Pittsburg, and the latter at Redstone, now Brownsville, in 1782. These companies subsequently made Louisville the base of their operations, and extended their trading expeditions among the French and Spanish settlers of the Mississippi.

In 1780 Kentucky was embraced within the boundaries of the three counties of Jefferson, Fayette, and Lincoln, of which vast region Louisville was the center. The headquar-

ters of the Territorial Government, the first Land Office, and all the records were held at Louisville.

Of course the first buildings erected were mere log huts. The first house constructed with a single roof was that built by John Campbell, in the fort at Twelfth street. The first brick edifice built in Louisville was by Mr. F. A. Kaye, the paternal ancestor of Wm. Kaye, sr., the present efficient Collector of Back Taxes.

The first accurate account of the inauguration of any thing like municipal forms that we have in connection with the history of Louisville, is contained in the proceedings of the first meeting of the Trustees of the town, held at the house of Archibald Armstrong, and elected in pursuance of an act of the General Assembly, on Monday, June 5, 1797, at which there were present Archibald Armstrong, G. J. Johnston, John Easten, Henry Duncan, and Richard Prather, whom the Clerk, (Worden Pope,) as was the custom then, designates as "Gentlemen." Archibald Armstrong was chosen Chairman of the body to whose hands had been committed the welfare of the future metropolis. At a subsequent meeting of the Trustees it was ordered that Dr. Elisha L. Hall be requested to call upon the inhabitants of the town "living on or within the half-acre lots" thereof, for a list of their property subject to taxation. It was also ordered that Evan Williams be appointed Harbor Master, it being made "his duty to effectually keep clean the harbor at and within the mouth of Beargrass, and to remove all nuisances therein as far up said creek as the town lots extend, and down the river as far as the upper corner of his fence, and one hundred yards above the mouth of the creek."

The first formal levy of taxes for all purposes was made July 3, 1797, for the collection of which Dr. Elisha L. Hall received the commission. The levy was as follows: 50 horses, at 6d per head, £1 5s; 65 slaves, at 1s per head, £3 5s; 2 billiard tables, at 20s, £2; 5 ordinary licenses at 6s each, £1 10s; 5 retail stores at 10s each, £2 10s; 6 wheel carriages at 2s per wheel, £1 12s; town lots at 5s per lot, £8 13s 6d; and 80 tithables at 3s each, £12—making the total revenue £31 5s 6d for the year. It appears that the said Dr. Elisha L. Hall, Collector, did not settle satisfactorily with the Trustees, and it was ordered in a meeting in October, 1798, that he shall explain the cause of his delinquency at a subsequent meeting, an order which the historian fears he failed to obey, as many of his successors have done.

In 1801 a resolution passed the Board of Trustees empowering Thomas Prather and James McConnell to solicit sub-

scriptions for the construction of a bridge across Beargrass, to the end that a road might be made from Louisville to the mouth of Goose Creek.

The following statement of the population and assessed value of the property in Louisville at the different periods indicated since the year 1788, will furnish the reader a correct idea of the advancement of Louisville from small beginnings to her present standard of wealth, social greatness, and commercial prosperity:

Year.	Population.	Assessment.
1788	30	£31 5s 6d
1800	600	$ 91,188
1810	1,357	210,475
1820	4,000	1,655,226
1830	10,000	4,316,432
1840	21,000	13,340,164
1850	43,217	13,350,052
1860	68,033	27,873,003
1866	125,800	63,490,488

Louisville was incorporated as a city in 1828, with J. C. Bucklin as Mayor, and Geo. W. Merriweather, B. G. Weir, Jas. Guthrie, Jas. Rudd, J. P. DeClary, Jacob Miller, Robert Buckner, F. A. Kaye, J. M. Talbott, and W. Alsop, as Councilmen, the corporation being divided into five wards, with two Councilmen from each ward. The other city officers were Samuel Dickenson, Clerk; E. D. Hobbs, City Surveyor; John P. Tunstal, City Collector; M. R. Wiggington, City Attorney, Fred. Turner, Marshal; S. S. Goodwin and John O'Bierne, Port Wardens.

In 1804 the Kentucky Legislature incorporated a Company to cut a canal around the Falls, but nothing was done until January 12th, 1825, when the Louisville and Portland Canal Company was organized, with a capital of $600,000. The stock was taken by about seventy persons, residing in Kentucky, Ohio, Missouri, New Hampshire, Massachusetts, New York, Pennsylvania, and Maryland, the United States holding 2,335 shares, and 1,665 issued to private individuals. Many difficulties attended the construction of the work, which was not completed until December 5th, 1830. During the year 1831, 406 steamboats, 46 keelboats, and 357 flatboats, measuring 76,323 tons, passed through the locks.

An attractive feature of Louisville at the present time is the magnificence of her private residences, with the spacious grounds surrounding them, and the splendor of many of her public buildings, including the Custom House, her pub-

lic school edifices, Court House, and Cathedral, and other houses of public worship, of which there are forty-two, many of which are the finest specimens of church architecture in the country.

Since the inauguration of an admirable system of street railroads, the development of the almost limitless suburbs has gone steadily forward, and the population find cheap and agreeable sites for dwellings at a convenient distance in the vicinity, these railroads, (of which there are completed and in the course of construction nearly fifty miles,) making it not only possible, but really pleasant, for merchants, mechanics, and other business men to reside several miles from the scene of their daily labors. The future of Louisville, therefore, is most flattering, and bids fair to far outstrip the realization of the fervid anticipations of its warmest or most enthusiastic admirers. Its location, situated upon a high, broad plateau, 70 feet above the river, affords an area for building purposes and extended population of millions of inhabitants, without being crowded or compelled to ascend high and rugged hills for suitable locations for residences, business houses, or manufacturing sites. This area is so sloped and graded by nature, that little or no expense need be incurred in preparing the ground for building upon, there being land enough for each family of two millions of inhabitants, to have, not only a separate dwelling, but a lot large enough to detach it on all sides from other buildings, thus securing fresh air and sunlight, and such other domestic comforts and conveniences as few, if any cities on the continent, can offer.

With such natural advantages, it is not strange that the merchants and manufacturers of Louisville are stimulated to the exercise of a high degree of enterprise in the prosecution of business. Manufactories are springing up on every hand, and the country-dealer may find here, at as cheap, if not cheaper rates, every article in every department of trade heretofore purchased in Northern and Eastern markets.

The supplies of gas and water, the possession of which in a populous city is next in importance almost to the very air we breathe, are abundant, and rare facilities are offered for the enlargement of these supplies at comparatively trifling cost, as the stock in the Gas and Water Companies is owned almost exclusively by the city corporation, it being the policy of the municipal authorities, who have control of those works, to furnish both gas and water to the inhabitants at a cost that will barely defray the expense of their manufacture and dissemination.

The Steam Fire Department, which is under the supervision of Col. A. Y. Johnson, who is one of the most skillful and devoted firemen in America, is an assurance against large or disastrous fires. Since the addition of the Fire Alarm Telegraph, which announces a fire simultaneously in all parts of the city, and indicates to a certainty the location of the fire, there is a positive security against serious conflagrations.

The railroad connections with Louisville, (to the securing of which the Hon. Jas. Guthrie, the present President of the Louisville and Nashville Railroad, contributed more than any other individual,) are all that could be desired. There are two roads which have their termini on the opposite side of the Ohio, which intersect the Ohio and Mississippi Railroad, penetrating the net-work of railroads that permeate the North, East, and West. The Louisville and Nashville Railroad, with its various branches, has its immediate connections which traverse the South, rendering Louisville the natural market for the sale of the rich products of the South and the base of supplies for that vast region. The Louisville and Frankfort Railroad Company, appreciating the importance of its position, have secured a charter for an air-line road to Cincinnati, and that work is being vigorously pushed forward, under the supervision of that accomplished and energetic engineer, Col. Sam'l. Gill, thus securing the advantage, when completed, of a four-hour run between Louisville and Cincinnati.

To be brief, the present of Louisville is more than a realization of the brightest dreams of those who, a quarter of a century ago, were most sanguine of her prosperity; and her prospects in the future are most glowing.

THE MEMPHIS BRANCH.

The Memphis Branch of the Louisville and Nashville Railway, starting at the connection, five miles south of Bowling Green, traverses, perhaps, the heaviest tobacco growing region of Kentucky. Not a station along that route but gives evidence of the thrift of the country about it. Leaving the Junction, the first station made, five miles on, is

ROCKFIELD,

in Warren county.

Next, after another run of five miles, we are at the village of

SOUTH UNION,

in Logan county. This place is famous as the home of a congregation of Shakers. They are an industrious, hardy people, and through habits of kindness and correct dealing, have gained and hold the respect of their neighbors generally.

A three miles ride brings us to

AUBURN,

A flag-station.

On again for five miles, and we are at

MCLEOD.

Seven miles further, we halt at the thriving city of

RUSSELLVILLE,

The capital of Logan county. The passenger will hardly find, in all his travels, a more charming place than this. There is a great deal of wealth in the community, and one sees upon every hand the evidence of it. Elegant residences, tasteful grounds, and fine equipages, abound in Russellville. The city has a splendid local trade, vast quantities of tobacco annually seeking it for shipment and sale. Its population is about 2,000.

Six miles on, we have

WHIPPOORWILL,

Logan county; and further on, three miles, we are at

OLMSTEAD.

Next in order, after a four miles ride, stands

ALLENSVILLE,

Todd county. Great quantities of tobacco are generally shipped at this point.

Another move, and in five miles we are at

HADENSVILLE,

Todd county; and three miles on we cross the

STATE LINE.

Here we enter the rich county of Montgomery, Tennessee, stop for a moment at

TAIT'S STATION,

Then, in two and a half miles, another moment at

HAMPTON'S,

And in five miles, after a check at

CHERRY'S,

We sweep over the immense bridge and trestle that crosses Red River, and are at

CLARKSVILLE.

The capital of Montgomery county, Tenn. Before the war, this thriving city stood third on the list in the State. She had a population of over 6,000, and did an immense foreign and local trade. Thousands of hogsheads of tobacco were packed and shipped annually. Immense quantities of goods were imported and sold by retail and by quantity throughout the rich country surrounding. The citizens of Clarksville were noted for their wealth, their intelligence, and their public spirit. Some of the finest schools of the State were here, and in piety, eloquence, and learning, the Clarksville pulpits were unsurpassed.

The city was strongly Southern in sentiment, and, as a consequence, lost a large proportion of its inhabitants at the outbreak of hostilities; and the Federal occupation bore heavily on those who remained. Buildings were neglected, the gas works, that before the war, illuminated streets and houses, were destroyed, college and school buildings were vacated, and hardly a spot in the town but that felt the blight of war. Things are again changed, however. The coming of peace brought again to Clarksville its old, energetic residents. Trade revived, houses were repainted, streets repaired, gas works put in order, and once more reinhabited, the city puts in claim for its rank among the cities of Tennessee.

THE LEBANON BRANCH.

The Lebanon Branch Road connects with the main line twenty-nine miles out from Louisville.

The first station on the branch, five miles from the junction, is

BOSTON,

Nelson county.

Four and a half miles further we are at

NELSON FURNACE.

Underway again, we run five and a half miles and reach

NEW HAVEN.

Then four miles to

GETHSEMANE.

Then six miles to

CHICAGO,

Marion county.

Further on six and a half miles to

ST. MARY'S.

Another six miles and we are at

LEBANON,

The county seat of Marion county. This is one of the thriving towns of Kentucky, famous for the intelligence and educational enterprise of its people.

From Lebanon we have a run of six miles to

PENICK,

Marion county.

Then three miles to

RILEY'S STATION.

Then four miles to

NORTH FORK,

Marion county.

Then three miles to

BRUMFIELD,

Boyle county.

Then one mile to

MITCHELSBURG.

Then three miles to

PARKSVILLE.

Then six miles to

DANVILLE STATION.

The station, called South Danville, is four miles from Danville proper.

DANVILLE,

Is the county seat of Boyle county, and one of the important points of the State. This, as many other of the interior cities of Kentucky, is noted for its institutions of learning.

Education, intelligence, refinement, are characteristics of the place, and strangers visiting cannot fail to observe it; and the country about is unsurpassed in fertility of soil and generous cultivation. The tradesmen and merchants of Danville are enterprising and prosperous. The city has a population of about 3,000.

Leaving Danville, a ride of eight miles finds us at

STANFORD.

And eleven miles on, we are at the present terminus of the branch,

CRAB ORCHARD.

This place is celebrated throughout Kentucky for its mineral springs, and hundreds yearly congregate here for the purpose of using the water. The celebrated Crab Orchard Salts are manufactured here.

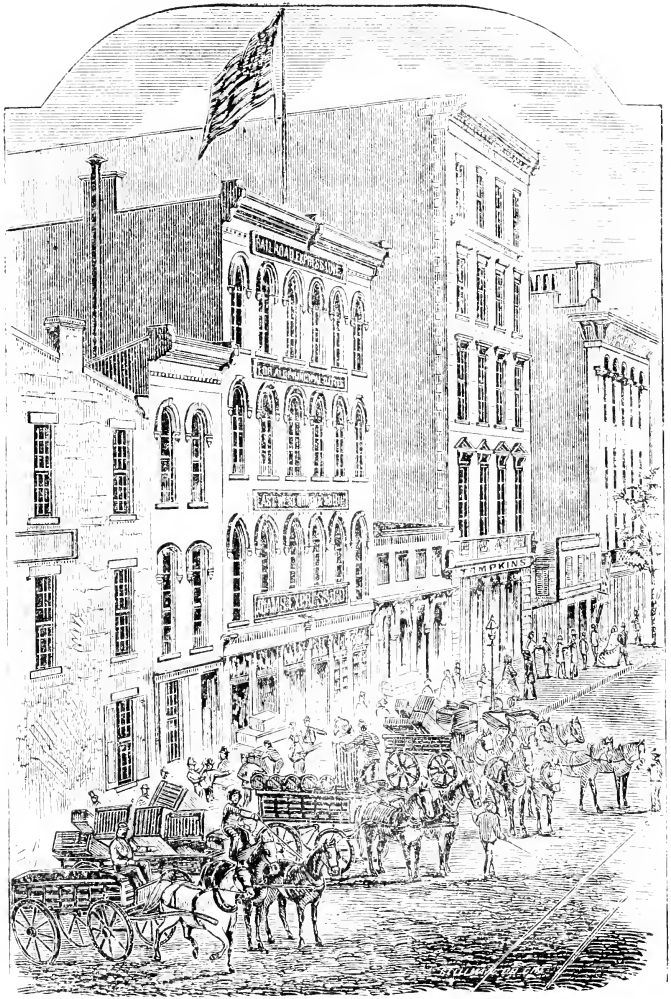
THE CONDUCTORS.

The Louisville and Nashville Railroad have been exceedingly fortunate in securing the invaluable services of old and tried railroad men—men who have for a lifetime been identified with this interest. Nothing does more to add to the security the traveler feels than to know he is in the hands of experienced and reliable conductors.

Among the many familiar faces that have for years greeted the traveling community with their pleasant faces and "Ticket! sir," are Captain Thomas Berry, Captain Fish. C. Henry, Major B. Compton, Major Gault, Captain Wm. Sweeny, Captain Billy Knox, Harry Blackstone, Captain Haines, Captain William Taylor, and Matt. Lowe, whose genial smiles and uniform gentlemanly bearing are not soon forgotten.

SLEEPING CARS.

Attached to each of the night trains on this road is one of Payne, Harris & Co.'s luxurious sleeping cars, built in the most substantial manner, with all the modern improvements, particularly the ventilation, which is considered the most perfect in use. Wide couches, the best of mattrasses, and pillows, with clean sheets and bedding, render to the weary traveler a night's rest unsurpassed in any well regulated hotel.



VIEW ON SIXTH STREET, LOUISVILLE, KY.

HISTORY

OF THE

LOUISVILLE AND NASHVILLE RAILROAD,

DURING THE WAR,

From July, 1861, *to April*, 1865.

On the 4th of July, 1861, Governor Harris, of Tennessee, ordered that portion of the Louisville and Nashville Railroad in the State of Tennessee to be seized by the Tennessee State troops. By this act of the Confederate Governor the L. & N. Railroad Company lost 45 miles of their road, and were prevented from doing any business south of Bowling Green. With the road were seized 5 locomotives, 6 freight cars, and 3 passenger and baggage cars.

Not until the evacuation of Nashville in February, 1862, did this part of the road come again into the possession of the Company.

The Memphis Branch road was operated to the Kentucky State line until the 17th of September, 1861, when Buckner invaded the State of Kentucky with a large force, taking possession of Bowling Green, and coming up as far as Elizabethtown and Rolling Fork, within 30 miles of Louisville. The bridge over Rolling Fork was set on fire. By this seizure 11 locomotives, 12 passenger, 3 baggage, and 159 freight cars, comprising nearly the whole of the rolling stock of the Company, fell into the hands of the Confederates.

On the 18th of September, 1861, nothing was left to the Louisville and Nashville Railroad Company but 86 miles of the main stem of their road and the Lebanon Branch—37 miles long. Of 30 locomotives only 13 were left, and these partly disabled; of 22 passenger cars only 7, and of 300 freight cars only 75 remained to the Company.

These were gloomy days for the Louisville and Nashville Railroad. The road had only lately been opened for business. The means of the Company were exhausted by its construction, and now the greatest part of the road was in

the hands of the Confederates, important bridges were destroyed, and the rolling stock taken away, and this at the beginning of the civil war, the ultimate result of which could not have been doubtful, although no one could then tell the immediate effects of it upon the State of Kentucky and upon the fate of the Louisville and Nashville Railroad. Nothing, however, could dismay the managers of the road. Mr. Guthrie, from that time forward, gave his personal attention to the operation of the road, especially to the transportation department, while Mr. A. Fink, the Engineer, devoted his attention to the reconstruction of the road and the rebuilding of the rolling stock.

During the progress of the war the 13 locomotives were increased to 60, the 8 passenger cars to 42, and the 75 freight cars to 520. During the existence of hostilities 20 passenger, 7 baggage, and 217 freight cars were destroyed on the road.

The greatest foresight was displayed in always having enough rolling stock ready at the precise time it was required by the ever-changing necessities of the advancing army, making due allowance for the continual destruction of cars and engines by raids on the road. When the Government commenced to operate on their own account the roads south of Nashville, they had to use the rolling stock of the Louisville and Nashville Railway to a great extent. For months they had in use 15 engines and 250 cars of this Company, without the assistance of which the plans of the military commanders could not have been carried out.

We have mentioned above that, on the 18th of September, active operations by the Confederates commenced on the L. & N. R. R. On the night of the same day General Sherman advanced with a regiment of volunteers, raised by General Rousseau, to Rolling Fork, as far as the railroad was left undisturbed. The bridge over Rolling Fork was found still in flames. This regiment was the embryo of the Army of the Cumberland. Large reinforcements were obtained from time to time, and, as the size of the army was increased, it was advanced further southward toward Green River and Bowling Green.

Halting points for the army were made at Rolling Fork, Elizabethtown, Nolin, Bacon Creek, and Green River. As the army advanced the Confederates retired, destroying the bridges as they retired, and tearing up the track. The longest halt was made at Green River. A part of the beautiful iron bridge over that stream had been destroyed, and one pier, 90 feet high, had been blown up, and a gap of 400 feet had thus been made in the road.

Here the first fight, between a regiment of Texan Rangers and the 32d Indiana infantry, occurred. The Texans made the attack upon the guard, who were protecting the workmen on the bridge. Colonel Terry, of the Texans, was killed in this fight. Both parties fought with great gallantry. Colonel (now General) Willich was in command of the Federal troops.

Although the Green River bridge had been rebuilt by the Railroad Company, and was ready for the passage of trains by the 10th of January, (the army arrived at Green River bridge on the 15th of December,) General Buell did not advance the Army of the Cumberland until the 12th of February, 1862. While General Grant was before Fort Donelson the Army of the Cumberland, by a forced march under General Mitchell, occupied Bowling Green, and, soon thereafter, Nashville.

Thus the Louisville and Nashville Railroad passed again into the hands of its rightful owners, in a sadly dilapidated condition, however. The beautiful iron bridge over Barren River, which had only been completed a month before the war broke out, was a complete ruin; the bridge over the Cumberland River at Nashville had been burned; in fact, nearly all the bridges, depots, and shop-buildings had been destroyed; the track had been torn up for miles, and the water-stations and the fire-wood had been burned.

On the 28th of February, 1862, however, the road was in successful operation again as far as Barren River, and from Barren River to the Cumberland. On the 8th of April Barren River was crossed by the trains, and early in June the bridge over the Cumberland River had been completed, as also the bridges on the Memphis Branch. But even before these works were completed and the road put in running order again, the railroad officers were painfully made aware of the fact that although the Federal army had advanced beyond Nashville and Clarksville, the termini of their road, this did not give full protection to it. On the 15th of March, 1862, General Morgan appeared suddenly at Gallatin, 26 miles in the rear of the Federal army, captured a construction train and burned the cars. On the 11th of May he again appeared at Cave City, 100 miles north of Nashville, and captured a passenger and a freight train, destroying 37 freight cars and 3 passenger coaches.

The Army of the Cumberland, in July, 1862, had advanced into Middle Tennessee. The seat of war had been far removed from the line of the Louisville and Nashville Railroad, and no apprehensions were entertained by the

officers of that Company as to the future security of the road. Mr. Fink, in his report, made to the stockholders of the Company on the 1st of July, 1863, alluding to the experience of the past year, says:

"These favorable expectations were, however, not realized. During the twelve months from July 1, 1862, to July 1, 1863, the road has been operated for its entire length but for 7 months and 12 days. The main stem from Edgefield, opposite Nashville, and the Memphis, Lebanon, and Bardstown Branches, were, at various times during the year, in the possession of the Confederate forces. For a period of two weeks trains could not even venture to leave Louisville.

"All the bridges and trestle-work on the main stem and branches, with the exception of the bridge over Barren River and four small bridges, were destroyed and built during the year; some of the structures were destroyed twice, and some three times. In addition to this, most of the water-stations, several depots, and a large number of cars were burnt, a number of engines badly damaged, and a tunnel in Tennessee nearly filled up for a distance of 800 feet."

We would respectfully refer the reader to the interesting report made by the Engineer of the road in regard to the details of the operation on the line of the Louisville and Nashville Railroad, during the year from July, 1862, to July, 1863. We have only here space to refer to the general result of this year's operations.

Gen. Morgan took possession of the Louisville and Nashville Railroad at Gallatin, in August, 1862, and this, with other causes, forced Gen. Buell's retreat to Louisville. Gen. Bragg's army following him. As Bragg's army passed over the road, they again destroyed all the important bridges. After Gen. Buell had been reinforced at Louisville, he commenced again his Southward march on the 30th of September. The Confederate forces retreated before him, after the battle of Perryville was fought.

While the Army of the Cumberland was advancing, the Railroad Company were rebuilding the bridges and the road. They had to rebuild the bridge over Salt River, 450 feet long, 46 feet high; the bridge over Rolling Fork, 400 feet long, 65 feet high; the bridge over Bacon Creek, 100 feet long, 25 feet high; and part of the bridge over Green River, 400 feet long, 193 feet high. All this work was done in the month of October, and as soon as the Army of the Cumberland reached Bowling Green, trains were running over the road from Louisville, to carry to the army at that point the necessary supplies.

On the 15th of November, the Army of the Cumberland, now under its new commander, Gen. Rosecranz, had reached Mitchellville, and soon thereafter commenced their march to Nashville.

A great deal of work remained to be done on the Railroad between Mitchellville and Nashville—nearly all the bridges were destroyed, and a tunnel, which was nearly filled up, had to be cleared. On the 11th of November, this work was commenced, and on the 25th it was completed, and trains were again run through from Louisville to Nashville for the first time since the 14th of September.

During the next month, the Army of the Cumberland was advancing toward Murfreesboro, and the Louisville and Nashville Railroad was considered once more safe from farther attacks, but again were disappointed. The following we copy from Mr. Fink's report:

"On the 25th of December, exactly one month after the road had been re-opened to Nashville, Gen. Morgan made his appearance at Glasgow, with from 3,000 to 4,000 men. Thence he moved north, parallel with the road, and, avoiding the fortifications at Munfordville, struck our road at Bacon Creek, eight miles north of that place. From that place he swept over the road for a distance of thirty-five miles, burning and destroying all the bridges, culverts, depots, water-stations, fire-wood, etc., on his route. On the 27th he had reached Elizabethtown, which place he bombarded, forcing the Federal guard stationed there to surrender. On the 28th he attacked the fortifications at Muldrough's Hill, where the garrison also surrendered, giving Morgan possession of the heavy trestle-works, which he immediately reduced to a heap of ashes. His advance guards came within twenty-eight miles of Louisville, where they burned Cane Run bridge. Two bridges on the Lebanon Branch, but recently permanently reconstructed, were also burned, and preparations had been made to destroy every important structure on that part of the road, when, fortunately, Colonel Harlan, who had been sent by General Rosecranz in pursuit of Morgan, caught up with him on the 30th, at Rolling Fork, and arrested his further movements north. Morgan left the line of the Road, after having destroyed 2,200 feet of bridging, besides three depots, three water-stations, and a number of culverts and cattle-guards.

"The work of reconstruction was commenced on the 31st of December at Cane Run, twenty-eight miles from Louisville, and at the same time at Bacon Creek, sixty-three miles from Louisville. On the 2d of January Big Run

trestle was reached. This structure, 500 feet long, and 80 feet high, was nearly completed on the 15th, when a heavy snow-storm, unusual in this climate, covered the ground with eighteen inches of snow and interrupted the work for a whole week. The sudden thawing swelled all the streams, endangering the bridges along the entire line. The trestle over Rolling Fork, on the Lebanon Branch, was swept away, as well as two bridges on the southern end of the main stem. Work was again resumed at Big Run on the 21st, and on the 23d this trestle was finished. On the same day Sulphur Fork trestle, 90 feet high and 500 feet long, was commenced, which structure was ready for the passage of trains on the 1st of February; and the bridge-force operating from the southern end having completed their work four days previously, trains could again run through to Nashville.

"Since the 1st of February, when through connection was re-established with Nashville, trains have been running with great regularity, with the exception of short delays caused by the attacks of small bands of guerrillas, who still infest the country, devoting themselves to the destruction of cars, depots, bridges, and other properties of the Company. The depot at South Union, on the Memphis Branch, was burned, together with two cars, on the 21st of February. On the 26th of February, a train of twenty-two cars, loaded with Government mules, fell into the hands of guerrillas at Woodburn. They burned the cars with the mules in them, and started the locomotive, under a full head of steam, down the road. A collision with the passenger train coming in the opposite direction, and then due at the station, was only prevented by accident. The trestle at South Drake's Creek had been damaged by the high water, which prevented the train from arriving at the station on time.

"On the 19th of March a passenger train was thrown from the track one and a half miles from Richland, by guerrillas, who, after firing several volleys into the cars, commenced the work of plundering the passengers, and paroling the officers and soldiers aboard. But the bridge-guard at Richland, having heard the firing, soon came to the rescue, and driving off the guerrillas, saved the train.

"On the 27th of March, the passenger train was attacked near Franklin; a fight took place between the train-guard and the guerrillas, in which several of the latter were killed, and the rest dispersed. The train escaped uninjured.

"On the 2d of April, a wood train was thrown from the

track by guerrillas near Franklin, and five flat cars and one boarding car were burned.

"On the 10th of April, while a freight train was passing at the usual speed round Cumberland Bluff, ten miles north of Nashville, the Rebels fired at it from the opposite side of the river. Four cannon balls and a number of musket shots struck the engine, damaging it severely; and several of the train-guards were wounded. No further attempt was made to destroy the train, which was loaded with Government freight.

"On the 13th of May, the train was fired into at South Union, on the Memphis Branch, while passing the station, but no injury was done.

"Hampton's trestle, on the Memphis and Clarksville Railroad, but recently re-built by us, was burnt again on the 22d of May.

"On the 13th of June, a freight train going south fell into the hands of guerrillas, at Elizabethtown, forty-two miles from Louisville. They set fire to the cars and then started the whole train, all in a blaze, down the road. Two miles south of the town it met a freight train coming north, but was fortunately discovered in time to prevent a serious collision."

From the report of operations during the year, from July 1, 1863, to July 1, 1864, we copy the following brief account from the official report of the Engineer:

"On the 4th of July, 1863, the advance guard of Morgan's command appeared near Lebanon, burned Hardin Creek bridge, and made an attempt to capture a train at St. Mary's, but were repulsed by the train-guard. One soldier, a passenger on the train, was killed in this attack.

"On the 5th of July, Morgan captured Lebanon, after an obstinate fight with the Federal force; the depot-buildings and engine-house at that place were completely destroyed, and the cars in the depot-yard burned.

"On the 6th of July, Morgan, on his way to the north of the Ohio, crossed the main stem of the road at Bardstown Junction, captured a passenger train there, which he afterwards released, and burned the bridge over Long Lick, together with the adjoining tank-house.

"Since that time no large organized forces have been on the road, but we have suffered considerable losses from small bands of guerrillas, whose object is less to interfere with the operation of the road than to rob the passengers and trains, and to gratify their love of wanton destruction.

"On the 4th of July, the depot at Rocky Hill, which had just been re-built, was again burned by such a band.

"On the 25th of July, three freight cars were burned at Allensville.

"On the 25th of September, the bridge over Nolin River was set on fire, but was saved from total destruction by some of the neighbors. The damage was soon repaired.

"On the 1st of October, the depot at Auburn, containing a large amount of Government corn, was burned.

"On October 7th, Capt. Richardson's gang captured the Lebanon train, and burned two passenger cars, and one baggage car.

"On the 23th of October, the Bardstown train was captured, one passenger and one baggage car burned, and the locomotive badly injured.

"On the 25th of March, the Lebanon train was again captured, and two passenger cars were burned.

"On the 18th of June, the bridge over Kick Creek, Lebanon Branch, and the adjacent tank-house, were burned."

Again, from the report for the year commencing with July 1, 1864, and ending July 1, 1865, we copy the following:

"On the 20th of August, 1864, the depot at Woodburn, only constructed a short time before, was again destroyed by guerrillas.

"On the 1st of September, the Lebanon passenger train was captured near New Hope, and the baggage car destroyed.

"On the 12th of September, a gang of guerrillas captured the Bardstown train, and burned one passenger car.

"On the 21st of September, the depot at New Haven was burned.

"On the 3d of October, a freight train was captured at Fountain Head, and five box cars were burned.

"On the 10th of October, Harper set fire to a lot of wood near South Tunnel, stole several of the Company's mules, robbed the employees, and killed four negroes, three of whom were guards, the other being employed on the road.

"On the 12th of October, two boarding cars with contents, were burned at Rocky Hill, and one negro, who was employed by the Company, was killed.

"October 21st—A freight train was captured near Rich Pond; eight of the Company's cars, two Adams Express and Government cars, were destroyed, and engine No. 161 was badly damaged.

"November 2d—Two boarding cars with contents, burned near Rocky Hill.

"December 13th—Lyon's forces burned the trestle and

water-station near Hampton's, on the M., C. & L. R. R.

"December 16th—Guerrillas burned one span of Rolling Fork bridge, near New Haven, together with four cars, with which they set fire to the bridge.

"December 23d—Lyon's forces burned the bridge over Nolin River, and the depot at Elizabethtown, which had been rebuilt but a short time previously. They also burned part of the bridge over Valley Creek, near Elizabethtown, captured a passenger train, and destroyed three passenger cars, one baggage and one express car.

"January 6th, 1865—Magruder captured a construction train at Lebanon Junction. He ran the engine into a wood train, broke up four cars, and burned one car loaded with hay, standing on the side-track.

"January 13th—Two rack cars were burned at Samuels' Station, Bardstown Branch, together with about 250 cords of wood.

"January 16th—The depot at Bardstown was burned.

"February 16th—Two cars loaded with hay, were burned at New Haven.

"February 20th—A car loaded with leather, was burned at Cane Spring, Bardstown Branch; also, the trestle partly, and about sixty cords of wood.

"February 28th—The Lebanon freight train was captured near Chicago, and four cars were burned. On the same day a freight train was captured near Sharp's Branch, main stem, and seven cars were burned.

"March 3d—The depot at Glendale was burned.

"March 14th—Gentry's force captured a passenger train at Glasgow Junction, and burned one baggage car and six passenger cars.

"March 16th—Two freight trains were captured and run into each other near Glendale. Four cars were entirely broken up, and a number of others badly damaged; also, engine No. 58.

"March 25th—A construction train was captured at Glasgow Junction. The engine was sent down the road by itself and came in collision with a freight train coming north.

"In the above are enumerated all the attacks made on the road which resulted in loss of or damage to the Company's property. Numerous attempts, more or less successful, were made to throw off trains, and the latter were frequently fired into, the employees robbed, maltreated, and often driven from the road; but no other direct loss was sustained by the Company, except such as would accrue from the increased difficulties of operating the road. Since the restora-

tion of peace, the road has not been disturbed; and setting aside all other considerations, the fact that we have no longer to contend with these harrassing circumstances, and that we can now close forever the account of loss sustained by the Company through Confederates or guerrillas, affords no little satisfaction."

The total amount of damage to the Company's property during the war is estimated at $688,372 56.

From the above brief history of the events connected with the Louisville and Nashville Railroad during the late war, the reader will readily grant that the officers who had the management of the road, were constantly laboring under great difficulties, and that the manner in which they overcame all the difficulties, stamp them as men of the first order. Nor are the officers alone entitled to all the credit. The soldier on the field of battle exhibits no more courage than the engineer, who, in the dark night, dashes at lightning speed over a track which he might find at any time obstructed. The danger with him was constant. From the time he left Louisville until he reached Nashville, he was, at any moment, liable to be thrown off of the track, or pierced with bullets. Engines were several times started by the guerrillas to run into coming trains; and tearing up the track for the purpose of throwing them off, was of almost daily occurrence. No employee's life was safe along the line when such men as Magruder, Sue Munday, and Harper held sovereign sway. Yet all stood nobly to their posts, performing their duties faithfully, and with alacrity under the most trying circumstances. They were neither unconscious nor unmindful of their danger, but they also knew that they were seconding the efforts of the nation to restore the Union, and they willingly risked their lives in the performance of their duties. These veterans have seen hard service without receiving bounty or land warrant. Let the nation honor them!

HON. JAMES GUTHRIE.

HON. JAMES GUTHRIE.

HON. JAMES GUTHRIE was born in Nelson County, Ky., in 1793, and is of Scotch-Irish descent. His father, General Adam Guthrie, emigrated to the West from the State of Virginia at an early period, and was a very active, energetic man, and very generally beloved. He distinguished himself in the Indian wars, and afterwards devoted his time to civil pursuits, serving in the Legislature of Kentucky for four or five sessions to the entire satisfaction of his constituents.

Mr. Guthrie's education was partly conducted by the late James I. Dosier, and was completed at McAlister's Academy, Bardstown, Ky., one of the best institutions of learning of the time to be found in the West. After completing his course in the Academy he embarked in the Mississippi River trade, buying up the produce of the country and taking it to New Orleans in flat-boats, returning by land either on foot or on horse-back. But finding, after several trips, that this was rather a more laborious than profitable business, he abandoned it and turned his attention to the law, which he studied under the late Judge Rowan, then residing in Bardstown. After practicing some time in that place, Mr. Guthrie, in 1820, moved to Louisville, which was then a small town, with an appointment from the Governor of the State as Commonwealth's Attorney. He has always been an intense student. He opened a law office and applied himself with untiring and sleepless diligence to the study and practice of his profession.

While young he formed the habit of rising early and studying before breakfast, which habit he still keeps up, doing more reading and study before that meal than most men do in the twenty-four hours. In a short time his practice increased to such an extent that he found it necessary to give up his position as Commonwealth's Attorney. He was for some time a partner of Judge Rowan, (under whom he had studied law, and who had located in Louisville,) and a close and intimate friend of that distinguished man; but it was while in partnership with the late Robert Tyler that his reputation as a lawyer was the greatest. The law firm of Guthrie & Tyler monopolized the better part

of the practice of the city, and their fame spread far and wide.

From the situation of Louisville Mr. Guthrie became early convinced that it was destined to be, at no remote day, a large and flourishing city, and, acting upon this belief, he invested all his surplus funds in vacant lots in and around the town, thus laying the foundation of his future wealth. He took part, and generally the lead, in every public measure or enterprise that had for its object the welfare and interest of the city. It was through his exertions that the city obtained its magnificent court-house, which, for years before its completion, went under the name of "Guthrie's Folly."

He was mainly instrumental in organizing, and was elected the first President of, the Louisville and Frankfort Railroad Company, which position he retained for a long time, and during his administration of the business of the Company the work was commenced and finished.

He keenly appreciated the great advantages to be derived by Louisville from the Jeffersonville and Indianapolis Railroad, of which Company he was and still is one of the most energetic and influential directors, and he was active in his exertions in its behalf. But he saw that to secure the fruits of this road, and to still further benefit the city, a road must be built south from Louisville, in order to prevent the trade from being diverted to Cincinnati. He therefore went to work with his accustomed and characteristic energy to organize and put into working order the Louisville and Nashville Railroad Company, of which he is the President. During the late civil war he managed, by his energy and ability, to keep the road out of the hands of the military and under the control and direction of the Company; and, notwithstanding portions of the road were often torn up and bridges destroyed, to repair which was a great drain upon the Company's resources, he has, by the co-operation of the able Board of Directors, increased the value of the stock from ten cents on the dollar to about par, bought the Branch leading to Bardstown, extended the Lebanon Branch as far as Stanford, and by July will have it running to Crab Orchard.

He has by his connection with these roads, but more particularly by his management of the Louisville and Nashville Railroad Company during the war, earned for himself a truly enviable reputation as a railroad man—a reputation second to that of no one in the country.

He is also President of the Louisville and Portland Canal Company, which work, when completed, will be an ornament as well as a great commercial advantage to the city.

Mr. Guthrie is President of the University of Louisville, an institution which has been in existence for many years, containing a Medical and a Law Department, both of which he was active in organizing.

Nor has Mr. Guthrie kept entirely aloof from politics. He served time and again in the Legislature of Kentucky, first as Representative and afterwards as Senator, and he always wielded a powerful influence in that body. He was nearly always elected with a party majority opposed to him, but so great was the confidence of the people in him that they voted for him against the candidate of their own party. During the greater portion of his term of service as a legislator he was Chairman of the Judiciary Committee.

In politics he has been a life-long Democrat, and has taken a conspicuous part in all measures conducive to the interests of the people. He was active in having our admirable common-school system inaugurated. He was elected a delegate to the Convention that framed the new Constitution of Kentucky in 1847, and was chosen President of that body. Time and again Mr. Guthrie's friends have urged him to run for the office of Governor of the State and for Congress, but he uniformly refused, knowing that it would interfere with the practice of his profession.

When General Pierce was a candidate for the Presidency Mr. Guthrie took the stump and canvassed Ohio, Indiana, and Illinois in his behalf, and, upon his election, General Pearce, appreciating the vast service rendered him, and knowing his reputation as a financier, tendered him a seat in his Cabinet as Secretary of the Treasury, which he accepted. He brought to bear in the administration of his office great energy, incorruptible integrity, and extraordinary ability. No Secretary ever made himself so complete a master of the minutiæ and details of the office, or became so thoroughly acquainted with the financial and commercial systems of the country. His great object was to economize, and by his management he succeeded in paying off the National debt and putting the financial affairs of the country in a condition to challenge the admiration of the world. It made no difference by whom recommended, no one could receive an appointment in his Department without undergoing a thorough examination as to his qualification for the office before a board appointed for that purpose. In this way he secured the services of competent

clerks. His success was as great as his most sanguine friends could hope for, and his reputation as a financier spread throughout the world.

At the Charleston Democratic Convention he had numerous and strong friends urging his claims to the nomination for the Presidency, but, unfortunately for the country, there was a disagreement there, which resulted in the election of Mr. Lincoln and the subsequent secession of most of the Southern States.

Mr. Guthrie was opposed to both secession and radicalism, believing that the success of either would be fatal to our republican form of Government, and destructive to the liberties of the people. Entertaining these views he did all in his power to effect a compromise between the North and the South. With this object in view he labored at the Peace Convention that met in Washington City, and at the Border Slave State Convention held at Frankfort. But all these efforts were in vain. Throughout the length and breadth of the land could be heard the preparations for war, and soon fathers were arrayed against sons, relatives against relatives, friends against friends, in deadly conflict, and we were in the midst of a terrible civil war.

Mr. Guthrie took his stand in favor of the Union, and during the contest acted with the conservative masses of the people, who were in favor of suppressing the rebellion, and at the same time protecting the Constitution against the assaults and encroachments of the radicals.

He was a delegate to the Chicago Convention that nominated General McClellan for the Presidency, and was Chairman of the Committee on Resolutions.

In 1865 Mr. Guthrie was elected United States Senator from Kentucky for the term of six years.

Mr. Guthrie's mind is eminently inductive and analytical, and he takes the broadest and most comprehensive view of every subject. His judgment is strong and powerful, and his impulses, prejudices, and temper are and ever have been under the complete subjection and control of his reason and judgment.

Mr. Guthrie is not what is called eloquent. He does not deal in rhetoric, rounded periods, and flowers of speech, that tickle the ear and captivate the fancy; but his style is terse, laconic, logical, and appeals entirely to the judgment and understanding; and his eloquence consists in his earnest and emphatic manner, together with the confidence with which his whole life has inspired the people. When occu-

pied in pondering over any subject he is very abstracted, and apparently abrupt in his manner. Hence some have imagined him to be aristocratic; but never was an idea more erroneous. When his mind is free from business cares and troubles, he is genial and social in his disposition and manner. No one has more devoted and attached friends, and no man will do more to assist a friend. As a father he is kind and indulgent, and his children almost idolize him. He is charitable, but upon the subject of his charities he seldom ever speaks.

As a lawyer he watched over the interests of his clients as faithfully as he did over his own; as a statesman he endeavored to legislate for the whole people and not for a class; and as a citizen he set an example of uprightness, probity, and obedience to law. The loss of no man would be so severely felt by the community as that of the Hon. James Guthrie.

We must here close this brief and imperfect biography. To do justice to Mr. Guthrie we would have to give a history of Louisville and Kentucky for upwards of half a century, and a detailed account of the workings of the United States Treasury Department for four years.

ALBERT FINK.

Mr. Fink was born in Germany in 1827, and came to this country in the spring of 1849, after the failure of the great German Revolution of 1848. He had just then completed his theoretical education as an Engineer and Architect at the polytechnical school at Darmstadt, where he had been a student for five years.

Shortly after his arrival in this country, a fine field for practical usefulness was opened to him on the Baltimore and Ohio Railroad, under the tutorship of the first of American Engineers, Benjamin H. Latrobe. This celebrated Engineer soon discovered the talents of Mr. Fink, then only 22 years of age, and placed him in charge of designing and constructing all the mechanical structures, such as bridges, depots, &c., on the Baltimore and Ohio Railroad, which was then being extended from Cumberland across the mountains to Wheeling. It was on this great road that Mr. Fink established his reputation as an Engineer and Architect, a reputation which he has since so well sus-

tained. The works by which he so justly earned his fame are well known to travelers, and we need not here say any thing in their praise. We will merely recall the beautiful iron bridge over the Monongahela River, and the great viaducts on the slopes of Cheat River, works which are no where surpassed for originality and boldness.

After the completion of the Baltimore and Ohio Railroad to Wheeling, in 1853, we find Mr. Fink engaged on the Northwestern Branch of the B. and O. Railroad as a principal Assistant Engineer. While here attending to the duties as a Field Engineer, Mr. Fink became the Consulting Engineer of the Norfolk and Petersburg Railroad Company, for whom he designed the magnificent bridges over the Elizabeth River at Norfolk.

In 1857, after the completion of the N. W. V. R. R., Mr. Fink's services were engaged by the Louisville and Nashville Railroad Company, for whose interests he has faithfully labored up to the present day. During the two first years of his connection with the road, he was principally occupied with the design and construction of the great bridges along the line, of which we will only mention the celebrated Green River Bridge. After the opening (not the completion) of the road to Nashville, Mr. Fink continued in the service as Chief Engineer and Superintendent of the Machinery and Road Department. In this position he had most arduous duties to perform during the four years of the war. The fate of our noble armies often depended upon the successful operations of the Louisville and Nashville Railroad, and no effort was spared by the Confederates to render useless this great line of communication. But the rapidity with which the road, after each successive raid, was rebuilt and put in order, baffled and surprised the enemy. It has been related to us that Mr. Fink, on meeting General Duke,—who is said to have been the controlling mind of the Morgan raids on the L. and N. R. R.,—complained to him about the manner in which they had kept him constantly in trouble for years past, when the General rejoined that they had equal grounds of complaint, inasmuch as they had often experienced the same fact, when, in their opinion, they had rendered the railroad useless for at least six months, they found it in full operation again by the time they had reached the points whence they had started.

At Mr. Guthrie's retirement from the active management of the Louisville and Nashville Railroad at the opening of the present Congress, Mr. Fink was appointed General

Superintendent of the road, a position which, perhaps, few men are better qualified to fill. With a thorough theoretical education, he combines practical experience in every branch of the profession, from the laying out of a road to the construction of a locomotive. Acquainted with the minutest details of Engineering and constructing railroads, and having been for years connected with their management, Mr. Fink is pre-eminently qualified to stand at the head of one of the leading roads in the country.

THE LOUISVILLE AND

OCAL PASSENGER TARIFF.

MAIN STEM.

NAME OF STATIONS.			FARE.
Louisville,			$7 50
d "			7 50
"			7 50
nction to Louisville,			7 25
"	"		7 10
ille "	"		7 00
le "	"		6 85
"	"		6 75
"	"		6 70
"	"		6 55
nel "	"		6 25
od "	"		6 00
"	"		6 95
"	"		5 75
"	"		5 50
"	"		2 15
"	"		5 00
nction "	"		4 85
n "	"		4 70
"	"		4 50
"	"		4 20
"	"		4 10
"	"		3 95
tion "	"		3 70
"	"		3 50
"	"		3 45
"	"		3 30
"	"		3 10
"	"		3 00
"	"		2 75
"	"		2 40
"	"		2 25
"	"		2 15
"	"		2 05
"	"		1 75
"	"		1 40
"	"		1 35
nction "	"		1 25
"	"		1 05
unct'n "	"		95
"	"		75
"	"		65
"	"		60
"	"		55
"	"		35
"	"		30
"	"		25

S. BARKER & CO.,

Nos. 109 and 111 Fourth Street,

Between Market and Jefferson,

LOUISVILLE, KY.

Importers, and Wholesale and Retail Dealers

IN ALL KINDS OF SILKS,

STAPLE AND

FANCY DRY GOODS,

And Manufacturers of

CLOAKS AND MANTILLAS.

We will Keep Constantly on Hand a Large

AND COMPLETE ASSORTMENT

OF EVERY DESCRIPTION OF GOODS

That Pertains to our Line of Business.

NEW IRON STORE.

John C. Nauts. Wm. C. Reamer. Wm. Owens, jr.

NAUTS, REAMER & OWENS,

Successors to NAUTS & REAMER,

No. 247 Main Street, bet. Sixth and Seventh,

LOUISVILLE, KY.

Agents for the New Albany Rolling Mill,

And Dealers in

Iron, Nails, Steels, Spikes,

RIVETS, HORSE SHOES & NAILS, NAIL RODS,

All Sizes of Manufactured Iron, including

ROUND, SQUARE, FLAT, ANGLE, HOOP, SHEET & BOILER

Springs,	Files,	Tweer-Irons,
Bolts,	Washers,	Tire Drills,
Sledge & Hand Hammers,	Anvils,	Tire Benders,
	Vises,	Safes,
Axles,	Screw Plates,	Scales,
Rasps,	Bl'ksmith Bellows.	Wagon Boxes,
Nuts,		Pipe Boxes,

Cincinnati and Indiana Steel Mould Boards, Iron and Steel Plow Slabs and Plates, All descriptions of Hollow Ware Castings, "Brinley" Steel Plow plates, Manilla Cordage and Oakum.

☞ We furnish the best Pittsburg Coal, either in Barrels, Hogsheads, or by the Car Load.

☞ The highest Market price in Cash or Trade paid for Cast and Wrought Iron Scraps.

☞ Orders respectfully solicited for any of the above named articles, or any thing else usually kept in Iron Stores.

☞ Particular attention paid to filling orders, and shipments promptly made.

ENGINE HOUSE AT JAMESTOWN, N.Y.

LOCAL PASSENGER TARIFF.

LEBANON BRANCH.

No's	Name of Stations.	Fare.
....	Crab Orchard to Louisville	$....
88	Stanford " "	4 30
87	Danville Station " "	4 00
86	Parksville " "	3 70
85	Mitchellsburg " "	3 55
84	North Fork " "	3 40
83	Riley's " "	3 20
82	Penick " "	3 05
66	Lebanon " "	2 80
65	St. Mary's " "	2 60
64	Loretto " "	2 35
63	Chicago " "	2 25
62	New Hope " "	2 05
61	Gethsemane " "	2 00
60	New Haven " "	1 85
59	Nelson Furnace "	1 65
58	Boston " "	1 50
12	Lebanon Junc. "	1 25
11	Belmont " "	1 05
10	Bardst'n Junc. " "	95
8	Shep. and Car. " "	75
7	Gap in Knob " "	65
6	Anderson's " "	60
5	Brooks' " "	55
4	Deposit " "	35
3	Randolph's " "	30
2	Strawberry " "	25
1	Louisville	....

BARDSTOWN BRANCH.

No's	Name of Stations.	Fare.
57	Bardstown to Louisville	$1 70
56	Nazareth " "	1 70
55	Samuel's " "	1 45
54	Arnold's " "	1 40
53	Cane Spring " "	1 30
52½	Big Spring " "	1 20
52	Quarry Switch "	1 15
51	Chapezes " "	1 10
10	Bardst'n Junc. "	95
8	Shep. & Car. " "	75
7	Gap in Knob " "	65
6	Anderson's " "	60
5	Brook's " "	55
4	Deposit " "	35
3	Randolph's " "	30
2	Strawberry " "	25
1	Louisville	....

LOCAL PASSENGER TARIFF.

MEMPHIS BRANCH.

No's	Name of Stations.	Fare.
81	Clarksville to Louisville	$7 35
80	Cherry's " "	7 10
79	Hampton's "	7 00
78	Tait's " "	6 90
77	State Line " "	6 75
76	Hadensville "	6 65
75	Allinsville "	6 45
74	Olmstead "	6 30
73	Whippoorwill "	6 20
72	Russellville "	5 85
70	McLeod "	5 60
69	Auburn "	5 40
68	South Union "	5 25
67	Rockfield "	5 10
32	Memphis Junction to Louisville	4 85
31	Bowling Green " "	4 70
30	Bristow " "	4 50
29	Oakland " "	4 20
28	Smith's Grove " "	4 10
27	Rocky Hill " "	3 95
26	Glasgow Junction " "	3 70
25	Cave City " "	3 50
24	Woodland " "	3 45
23	Horse Cave " "	3 30
22	Rowlett's " "	3 10
21	Munfordville " "	3 00
20	Bacon Creek " "	2 75
19	Upton " "	2 40
18	Sonora " "	2 25
17	Nolin " "	2 15
16	Glendale " "	2 05
15	Elizabethtown " "	1 75
14	Colesburg " "	1 40
13	Booth's " "	1 35
12	Lebanon Junction " "	1 25
11	Belmont " "	1 05
10	Bardst'n Junction " "	95
8	Shep. and Car. " "	75
7	Gap in Knob " "	65
6	Anderson's " "	60
5	Brook's " "	55
4	Deposit " "	35
3	Randolph's " "	30
2	Strawberry " "	25
1	Louisville	....

NAMES OF AGENTS, &c., ON THE L. & N. R. R. AND ITS BRANCHES.

MAIN STEM.

1 Louisville,	F. S. Van Alstine.	26 Glasgow Junc.	L. D. Ransdall.
2 Strawberry,		27 Rocky Hill.	J. P. Cowles.
3 Randolph,		28 Smith's Grove.	J. D. Wright.
4 Old Deposit.	J. W. Hinch.	29 Oakland,	C. S. Martin.
5 Brooks,		30 Bristow,	T. H. Ewing.
6		31 Bowling Green,	Jas. Geddis.
7 Gap in Knob,		32 Memphis Junc.	
8 Shepherdsville,	L. Hoglan.	33 Rich Pond,	C. A. Skiles.
9 Carpenter's	J. B. English.	34 Woodburn,	W. E. Porter.
10 Bardstown Junc.	E. H. Mentz.	35 Sinking Creek,	
11 Belmont,	D. B. Whitman.	36 Franklin,	R. D. Salmon.
12 Lebanon Junc.,		37 Mitchelville,	Geo. Cressop.
13 Booth's	P. Booth.	38 Richland,	J. C. Payne.
14 Colesburg,	G. D. Mentz.	39 Fountain Head,	
15 Elizabethtown,	C. F. Rowell.	40 South Tunnel,	
16 Glendale	Jas. Duncan.	41 Gallatin,	M. Barth.
17 Nolin	J. G. Dorsey.	42 Peytona,	
18 Sonora,	C. C. Smith.	43 Pilot Knob,	
19 Upton's,	C. L. Cosby.	44 Saundersville,	
20 Bacon Creek,	K. Jameson.	45 Hendersonville,	
21 Munfordville,	U. T. Smythe.	46 Rockland,	
22 Rowlett's,	J. W. Rowlett.	47 Edgefield Junc.	
23 Horse Cave,	T. H. Mustain.	48 Madison,	
24 Woodland,	J. R. Mosely.	49 Edgefield,	C. E. Woodruff.
25 Cave City,	C. H. Griffith.	50 Nashville,	T. S. Blair.

BARDSTOWN BRANCH.

51 Chapeze,		54 Arnold's,	J. F. Arnold.
52 Quarry Switch,		55 Samuel's	W. Samuels.
52½ Big Spring,		56 Nazereth,	
53 Cane Spring,	J. H. McSamuels.	57 Bardstown,	W. W. Metcalfe.

LEBANON BRANCH.

58 Boston,	G. W. Fryrear.	82 Penick's,	I. T. Wickes.
59 Nelson Furnace,	J. Miller.	83 Riley's,	J. C. Riley, jr.
60 New Haven,	Ben. Thornberry.	84 North Fork,	R. Servants.
61 Gethsemane,	B. M. Benedict.	85 Brumfield,	O. Brumfield,
62 New Hope.		85½ Mitchellburg,	G. Caldwell.
63 Chicago,	W. B. Smith.	86 Parksville,	W. Walker.
64 Loretto,	J. M. Ballard.	87 Danville Station,	E. P. Bryan.
65 St. Mary's,	S. J. Finley.	88 Hanging Fork,	C. H. Rochester.
66 Lebanon,	W. T. Knott.	89 Stanford,	

MEMPHIS BRANCH.

67 Rockfield,	J. F. Barclay.	73 Whippoorwill,	L. H. Ferguson.
68 South Union,	U. E. Johns.	74 Olmstead,	D. B. Hutchings.
69 Auburn,	L. B. Viers.	75 Allensville,	W. W. Frazier.
70 McLeod,		76 Hadensville,	J. H. Wheatly.
71		77 State Line,	F. W. Palmer.
72 Russellville,	W. J. Scott.	81 Clarksville,	

WARNER'S
SMOKER'S EMPORIUM,

Southwest Corner Jefferson and Third Streets,

LOUISVILLE, KY.

Wm. A. WARNER,

Wholesale and Retail Dealer in

CIGARS, TOBACCO,

PIPES, MEERSCHAUM GOODS,

Smoking Tobacco and Smokers' Articles Generally.

COUNTING-HOUSE CALENDAR.

1866.

January.

S	M	T	W	T	F	S
...	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	...	...	...

February.

...	...	...	...	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	...	...	...

March.

...	...	...	...	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
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...	...	...	...	...	...	...

April.

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15	16	17	18	19	20	21
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29	30	...	...	...	...	...

May.

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20	21	22	23	24	25	26
27	28	29	30	31	...	...

June.

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24	25	26	27	28	29	30
...	...	...	...	...	...	...

1866.

July.

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29	30	31	...	...	...	...

August.

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5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	...

September.

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9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	...	...	...	...	...	...

October.

...	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	31	...	...	...

November.

...	...	...	...	1	2	3
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	...

December.

...	...	...	...	...	...	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31	...	...	...	...	...

1867.

January.

S	M	T	W	T	F	S
...	...	1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30	31	...	...

February.

...	...	...	...	...	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	...	...

March.

...	...	...	...	...	1	2
3	4	5	6	7	8	9
10	11	12	13	14	15	16
17	18	19	20	21	22	23
24	25	26	27	28	29	30
31	...	...	...	...	...	...

April.

...	1	2	3	4	5	6
7	8	9	10	11	12	13
14	15	16	17	18	19	20
21	22	23	24	25	26	27
28	29	30	...	...	...	...

May.

...	...	...	1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	...

June.

...	...	...	...	...	...	1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	...	...	...	...	...	...

Northeast cor. of Jefferson and Third Sts.

Founded A. D. 1844. - - - - Chartered A. D. 1848.

THE OLDEST COMMERCIAL COLLEGE IN KENTUCKY.

Twenty-three years Perpetual Session.

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TRIMMED HATS, &C.

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The Latest Novelties

As they appear in Market, and the increase of our Business obliges us to keep the best assorted Stock of Millinery Goods

IN LOUISVILLE,

And any Milliner or Merchant desiring to fill their Memorandum of

MILLINERY GOODS

DRESS TRIMMINGS,

TRIMMED HATS,

At one House, can fill it at ours.

☞ It is well known that our prices are the same to all, and we invite all in the trade to call and see us.

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Northwest Corner Sixth and Main,

Nearly opposite Louisville Hotel.

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Importers and Wholesale Dealers in

Hardware, Cutlery,

GUNS & RIFLES.

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We have constantly in stock a large assortment of Heavy and Shelf Hardware, including a great variety of Pocket and Table Cutlery, "Wade & Butcher's" Razors, Scissors and Shears, "Butcher's" and "Eagle" Files and Rasps, "Simmon's," "Hunt's," "Mann's," "Lippincott's," and other brands of Axes, "Ames'" and "Rowland's" Shovels and Spades, "Blood's" and "Waldron's" Scythes, Grain Cradles, Snaths, Hay and Manure Forks, C. S. Planters' Hoes, Hames, Trace and Log Chains, Cross-Cut, Pit, and Mill Saws, Anvils, Vices, Bellows and Stocks and Dies, English and Belgium Single and Double Shot Guns, Full and Half Stocked Rifles, Powder Flasks, Shot Belts and Pouches, Platform Scales, "Fairbank's" Counter Scales, Horse and Mule Shoes, and Horse Nails, and all other goods usually sold by the Hardware Trade.

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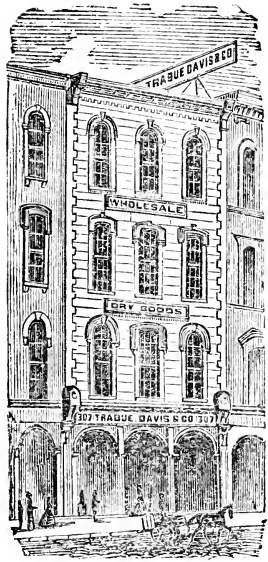
RICHARD TRABUE. MATT. NEILL.

TRABUE, DAVIS & CO.,



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AND

Wholesale Dealers

IN

FOREIGN

AND

DOMESTIC

DRY GOODS,

No. 229 West Main St.,

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Have always on hand one of the

LARGEST AND BEST SELECTED STOCK

IN THE MARKET,

To which they invite the attention of the City and Country Merchant.

ANDREW LOW. ROLAND WHITNEY.

LOW & WHITNEY,

Wholesale Manufacturers and Dealers in

BOOTS & SHOES,

190 MAIN STREET,

Between Fifth and Sixth, South Side,

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Keep a Full and Complete Assortment of all

THE VARIOUS KINDS AND QUALITIES

OF

BOOTS & SHOES

IN THIS OR ANY OTHER MARKET,

To Suit the Different Seasons of the Year, to which we invite all to call and examine

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From our long experience in the wants of the Trade South and West, think we can offer greater

Inducements than can be found Elsewhere.

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(Successors to Wilson, Starbird & Smith.)

Wholesale Druggists,

AND IMPORTERS OF

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AND DEALERS IN

PAINTS, OILS,

Window Glass and Glass Ware,

TOBACCO, SNUFF, PERFUMERY, &C.

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And every description of

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Put up in the most

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PLUMMER AND

BRASS COCK MANUFACTURER,

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CHANDELIERS

And Gas Fixtures

Furnished and put up. Large assortment of

LIFT, FORCE & CISTERN PUMPS

OF ALL SIZES.

Also Iron and Lead Pipe, Sheet Lead, and Cocks for Steam, Water and Gas; Ale and Beer Pumps of the most approved styles and patterns; Mead and Soda Counter Stands, Chandeliers, Girandoles and Lamps repaired, re-gilt, silvered or bronzed to look as good as new.

☞ ORDERS FROM A DISTANCE PROMPTLY ATTENDED TO. ☜

In passing along Third Street the attention of every lover of Fancy and Stylish

HARNESS AND SADDLERY

Is riveted upon the Sign of the "Golden Saddle Establishment," old number 217, new number 71, between Main and Market Streets, owned by

JOHN M. MYERS,

the most enterprising and clever gentleman in his line of business. Any one wishing to purchase from common to the very finest and best made

Harness, Saddles, Trunks, Valises,

SATCHELS, HORSE CLOTHING,

WHIPS,

ENGLISH AND AMERICAN BRIDLES, BITS,

Spurs, the finest of Morgan or Texas Saddles,

not excelled in the United States, and a large variety of other goods usually kept in a

NUMBER ONE

Saddlery and Harness Establishment, can be suited at the above place at prices as low as the lowest in the West.

Mr. Myers attends in person to the getting up of all work, assisted by an old and experienced foreman, and the purchaser is waited upon by Mr. Myers or his very clever and accommodating salesmen, whose purpose it is to please and satisfy their numerous customers. Give him a call by all means before you purchase elsewhere.

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134 Main Street, four doors below Fourth,
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R. C. HILL & CO.

Gold Pens, Watches and Jewelry, Wholesale and Retail, at 115 Third Street, near Jefferson.

PRICES REDUCED TO GOLD BASIS.

Revised Price List	Pens only	Pen with Silver & Ebony Holder and Box	Pen with Gilt and Ebony Holder & Box	Pen, Rubber Reverse Holder and Pencil	Pen, Silver Ex. Case and Pencil	Pen, Silver Screw Ex. Case & Pencil	Pen Gold Mounted Rubber Case with Pencil
No. 1	75	1 25	1 50	.....	1 75	.....	6 00
No. 2	1 00	1 50	1 75	.....	2 25	.....	6 50
No. 3	1 25	1 75	2 00	2 50	2 50	3 50	7 50
No. 4	1 50	2 00	2 50	2 75	2 75	4 00	8 00
No. 5	1 75	2 25	3 00	3 00	3 00	4 25	10 00
No. 6	2 00	2 50	3 25	3 50	3 50	4 50	.....
No. 7	2 25	2 75	3 75	3 75	3 75	5 50	.....
No. 8	2 50	3 00	4 50	4 25	4 25	.....	.....
No. 9	2 75	3 50	5 00	4 50	4 50	.....	.....
No. 10	3 00	4 00	5 50	4 75	4 75	.....	.....
No. 11 Masonic	3 50	4 50	6 50	5 50	.....	.....	.....
No. 12 Masonic	4 00	5 00	7 00	.....	.....	.....	.....
No. 13 Masonic	5 00	6 00	8 00	.....	.....	.....	.....

All pens bear my trade mark, R. C. Hill, Lou., Ky., and are warranted fourteen carats fine, and perfect in every respect. Sent by Mail or Express to any part of the country on receipt of price and return charges.

Sent by Mail at our risk (when 20 cents is added for registry.)

Stencil Brands and Name Plates cut to order as usual.

Pen Circulars sent Free. Address

R. C. HILL,
J. S. HILL. } **R. C. HILL & CO.**

Gold Pen Manufacturers,
and Dealers in American Watches.

Bazaar of Fashion.

CLOAKS,

BONNETS,

LACES,

FANCY GOODS,

EVERY ARTICLE OF

Ladies' Wearing Apparel,

AT THE

BAZAAR OF FASHION,

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OPPOSITE THE NATIONAL HOTEL.

J. MARTIN, Proprietor.

A. V. DU PONT & CO.

Manufacturers and Wholesale Dealers in

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IN WHOLE, HALF OR QUARTER KEGS.

ELECTRIC, DIAMOND GRAIN,

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IN CANISTERS. ALSO

RIFLE AND BLASTING POWDER,

In Patent Metallic Fire and Water-Proof Kegs.

Shot, Lead, Gun Caps and Fuse.

H. S. BUCKNER,

Importer and Wholesale dealer in

NOTIONS, WHITE GOODS,

FANCY HARDWARE,

HOSIERY, GLOVES,

SHIRTS, ETC., ETC.

No. 182 Main Street,

LOUISVILLE, KY.

Largest Stock in the West Constantly on Hand.

LOVING, McGOODWIN & CO.,

WHOLESALE GROCERS,

And General Forwarding and

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No. 324 Main Street, bet. 8th and 9th Sts.,

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Keep constantly on hand a general assortment of all Goods usually found in their line, embracing

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Sugar,	Syrup,	Tobacco,	Rope,	Mackerel,
Tea,	Rice,	Cigars,	Twine,	Sardines,

Raisins, Soaps, Soda, Potash, Matches, Alum, Spice, Pepper, Madder, Indigo, Ginger, Sulphur,

And Grocers' Drugs of all Kinds and Descriptions.

Consignments of all kinds of Produce Solicited.

Steamboat and Plantation Supplies Promptly Furnished.

All Orders Carefully Filled without Delay.

H. V. LOVING. J. H. MCGOODWIN. J. H. GRAHAM.

Formerly of Bowling Green, Ky.

CITIZENS' PASSENGER RAILWAY.

Double Track Route from Woodland Garden to Portland via

MARKET STREET TO PORTLAND,

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SOUTHERN LIMITS, THROUGH SHELBY, FULTON,

BROOK, FIRST,

(Via Jeffersonville Ferry Landing,)

Eighth and Tenth, via Nashville Depot,

FIFTEENTH AND EIGHTEENTH STREETS,

All connecting with the Main Stem through

MARKET STREET,

By which all parts of the City is accessible

The Track is laid with the most approved pattern of

TRAM RAIL,

WITH ELEGANT, NEW CARS,

Making travel speedy and comfortable.

FARE TO ANY PART OF THE CITY, FIVE CENTS.

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ORMSBY GRAY, Sec'y.

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INSURANCE COMPANY.

HOME OFFICE,

Cor. of Main and Second Sts.,

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Capital January 1, 1866, - $311,568 04

This Company will issue Policies on Farm risks for any term not exceeding five years; also

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Risks, except where Steam Power is used.

Particular attention paid to Marine and

INLAND TRANSPORTATION RISKS.

This Company insures against loss by

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At Rates as low as other Companies charge for Fire only.

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W. H. SHADOAN,

DENTIST,

176 Fifth St., opposite the Cathedral,

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ARTIFICIAL TEETH

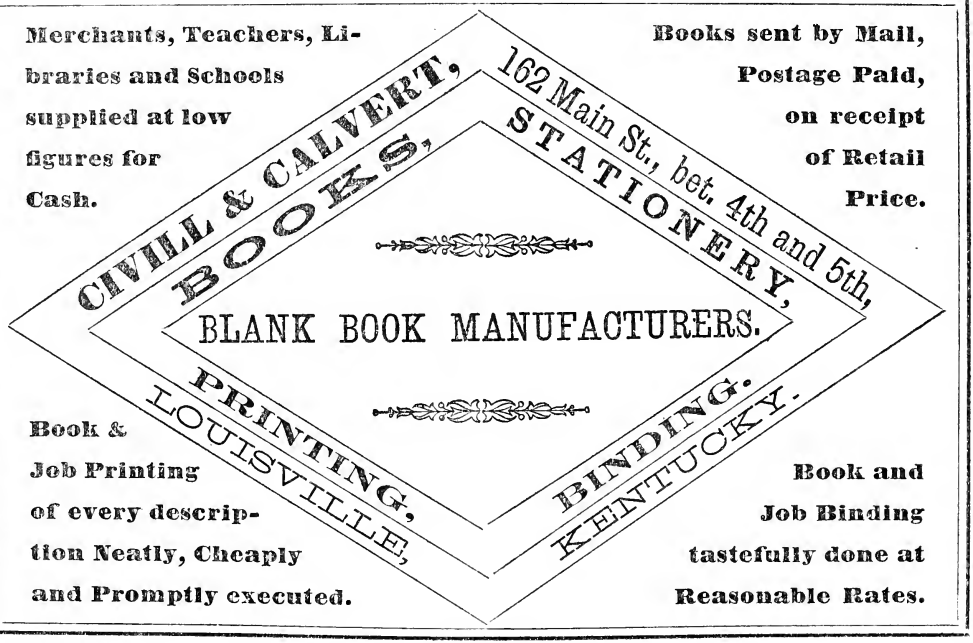
INSERTED IN A SUPERIOR MANNER,

FROM ONE TO A FULL SET,

On Gold, Silver or Vulcanite,

ALSO ON

Platina Plate with Continuous Gums.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A Paper for the Ladies.

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DRUGGISTS & APOTHECARIES,

Keep constantly on hand a large and most Select Stock of

AMERICAN, ENGLISH, AND FRENCH

PERFUMERY,

POMADES, HAIR OILS, SOAPS,

Flavoring and Handkerchief Extracts,

COLOGNES, TOILET WATERS,

Combs; Hair, Tooth, Nail and Clothes Brushes; Pure California and Imported Medical Wines and Brandies; Tobacco and Cigars, &c., &c.

☞ Especial attention paid to filling Prescriptions at all hours, with pure reliable Medicines.

☞ Orders attended to with promptness and despatch.

ROBERT A. NEWHOUSE,

Successor to JOHN B. SMITH,

SOLE AGENT FOR

OHIO RIVER SALT CO.

WHOLESALE DEALER IN

Ohio River and West Virginia Salt,

No. 29 Third st., bet. Main & River,

LOUISVILLE, KY.

Louisville, April 2, 1866.

In retiring from the Salt business, I take great pleasure in recommending my successor, Mr. Robbert A. Newhouse, (who has been associated with me for a number of years,) to my friends and customers, and hope the patronage so liberally extended to me will be fully accorded to him.

JOHN B. SMITH.

BEN. MASON,

MERCHANT TAILOR,

No. 129 THIRD STREET,

East Side, bet. Jefferson and Green,

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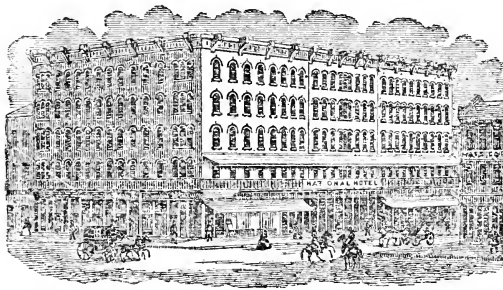
NATIONAL HOTEL.



WOODRUFF & KEAN,

Cor. Main and Fourth Sts.,

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AINSLIE, COCHRAN & CO.

LOUISVILLE FOUNDERY

AND

MACHINE SHOP

S. E. Corner Main and 10th Streets,

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MANUFACTURERS OF

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MILL AND COTTON GIN MACHINERY,

TOBACCO AND LARD PRESSES

AND SCREWS,

Copper, Sheet Iron, and Blacksmith Work, Chilled Car Wheels, and Car Castings for

RAIL ROADS AND COAL MINES.

Oil Well Machinery, Pumps and Tubing.

Repairing and Jobbing attended to with Dispatch.

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CEMENT & WATER POWER

COMPANY.

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Sole Manufacturers of

LOUISVILLE HYDRAULIC CEMENT,

Brand "J. HULME & CO."

This Cement has been manufactured at our Works for the last twenty-five years, and has been extensively used throughout the West and South for foundations, cisterns, &c., and has universally given satisfaction. Other Cement Mills have more recently been started in Indiana, calling their manufacture "Louisville Cement," although we are the only manufacturers of Cement in Louisville, or even the State of Kentucky. Orders filled promptly, and at the very lowest rates of freight. Address

M. M. RHORER, Pres't.

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PLANING MILL.

Dressed and Rough Lumber,

DOORS, BLINDS AND SASH,

RESPLITTING, SCROLL,

SAWING & TURNING.

SHINGLES,

Scantling, Flooring, Shelving,

Fencing, Weatherboarding, Moulding

MANTLES,

CASINGS, COLUMNS, BRACKETS,

Door Frames, Window Frames, Cornice and Base, Joist, Laths, &c., &c., &c.

Always on hand or Manufactured to Order.

Ninth Street, near Broadway.

Lou. & F. & Lex. & F. Railroads.

On and after THURSDAY, March 29, 1866, Trains will leave as follows:

No. 1

Leaves Louisville daily (except Sundays) at 6:00 A. M.: stopping at all stations, except Fair Grounds, Race Course, Brownsboro, and Belleview; connecting by stage at Frankfort for Lawrenceburg, Harrodsburg, and Danville; at Midway for Versailles; at Payne's for Georgetown, and at Lexington by rail and stage for Nicholasville, Danville, Harrodsburg, Lancaster, Stanford, Richmond, Mt. Sterling, and all interior towns. Leaves Lexington at 2:00 P. M., and arrives at Louisville at 7:00 P. M. Connecting by stage at Payne's for Georgetown; at Midway for Versailles, and at Christiansburg for Shelbyville.

No. 2

Leaves Louisville at 2:20 P. M. (Sundays excepted), stopping at all stations, except Fair Grounds, Race Course, Brownsboro, and North Benson; connecting at Christiansburg by stage for Shelbyville. Leaves Lexington at 5:35 A. M., and arrives at Louisville at 10:35.

No. 3,

Accommodation—Leaves Lagrange daily (Sundays excepted) at 6:30 A. M., and arrives at Louisville at 8:10 A. M. Leaves Louisville at 5:15 P. M.; arrives at Lagrange at 6:57 P. M.

FREIGHT TRAINS leave Louisville and Lexington daily, Sundays excepted.

SAMUEL GILL, Sup't.

J. GUTHRIE COKE. G. P. ARBEGUST.

COKE & ARBEGUST,

ATTORNEYS AT LAW,

AND

COLLECTING AGENTS,

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J. A. KRACK. L. S. REED.

LOUISVILLE GLASS WORKS,

KRACK & REED,

Manufacturers and Dealers in

DRUGGISTS WARE, WINDOW GLASS,

BRANDY AND WINE BOTTLES,

Vials, Fruit and Candy Jars, Demijohns, Tumblers, Goblets, Coal Oil

LAMPS AND LAMP CHIMNEYS.

Sale Rooms--41 Bullitt Street.

Factories--Corner Clay and Franklin sts.

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LACE STORE.

No 120 1-2 Fourth Street,

Between Market and Jefferson, opposite Academy of Music.

Remember, the place to buy

CHEAP GOODS

IS AT

GERHART'S CHEAP LACE STORE.

NO TROUBLE TO SHOW GOODS.

A. E. GERHART.

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Carbon and Coal Oil Works.

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MANUFACTURERS OF

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Coal Oil Lamps of every description, Wicks, Shades, Chandeliers, Chimneys, &c.

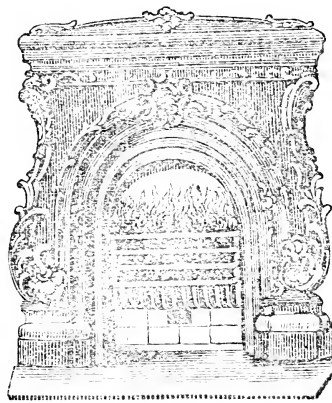
OFFICE, No. 36 Bullitt Street,

LOUISVILLE, KY.

WALLACE & CO.

Mantles, Grates, Ranges, &c.

OF THE LATEST STYLES.



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Grates Set with Latest Improvements

93 Green Street, opposite Post Office.

FERN CREEK NURSERY.

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FRUIT TREES,

FLOWERS

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OF EVERY VARIETY, TO WIT:

Apples, Pears, Peaches, Plums, Cherries, Grapes of all Varieties, Currants, Gooseberries, Raspberries, Strawberries of every Variety, Flowering Shrubs, Roses, and Green-House Plants,

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Address---FERN CREEK P. O.,

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Stand in Louisville, cor. Fourth & Market.

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SALOON, RESTAURANT

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Billiard Rooms,

Fifth Street, bet. Market & Jefferson,

LOUISVILLE, KY.

SEEKAMP & THOMAS, - - Proprietors.

Keep constantly on hand the best Liquors in the Market, and are prepared to serve meals

At all Hours, Day & Night,

In the best style, with all the Luxuries of the Season.

WE HAVE ALSO THE MOST PLEASANT

BILLIARD SALOON

In the City, with eight first-class Tables, perfect Balls and Cues.

Altogether, we have the most complete establishment in the West or South.

U. S. MAIL LINE.

Steamers of this Line leave the wharf-boat at the foot of 3d Street, Louisville, Ky., daily

AT 12 M., AND 5 P. M.,

Making connection with early trains out of Cincinnati. Also leaves Cincinnati, daily, at the same hour.

The Line is composed of the following elegant, first class Steamers, with superior accommodations for passengers and freight.

FARE, Including Meals and State Room, $2 00.

UNITED STATES,
GEN. BUELL,
GEN. LYTLE,
MAJOR ANDERSON.

☞ The 5 P. M. Boats connect with the Day Train from Nashville, which arrives at Louisville at 4 P. M., giving one hour for the transfer of passengers and baggage, connecting with early Express Trains from Cincinnati.

A. DOWNS, Agent.

PEOPLE'S LINE.

The Elegant, New and First-Class Steamers,

ST. CHARLES,
J. MARTIN, Master.

WILD WAGONER,
HUGH CAMPBELL, Master.

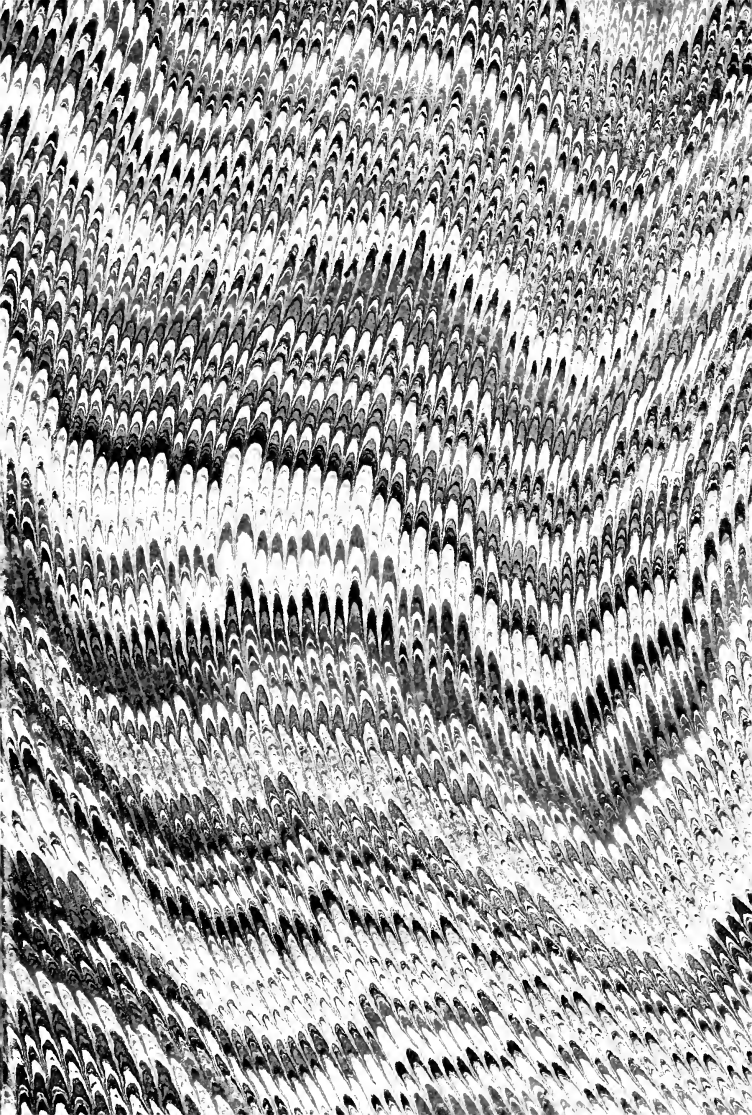
Leaves their Wharf-Boat at the foot of Fourth Street, Louisville, Kentucky,

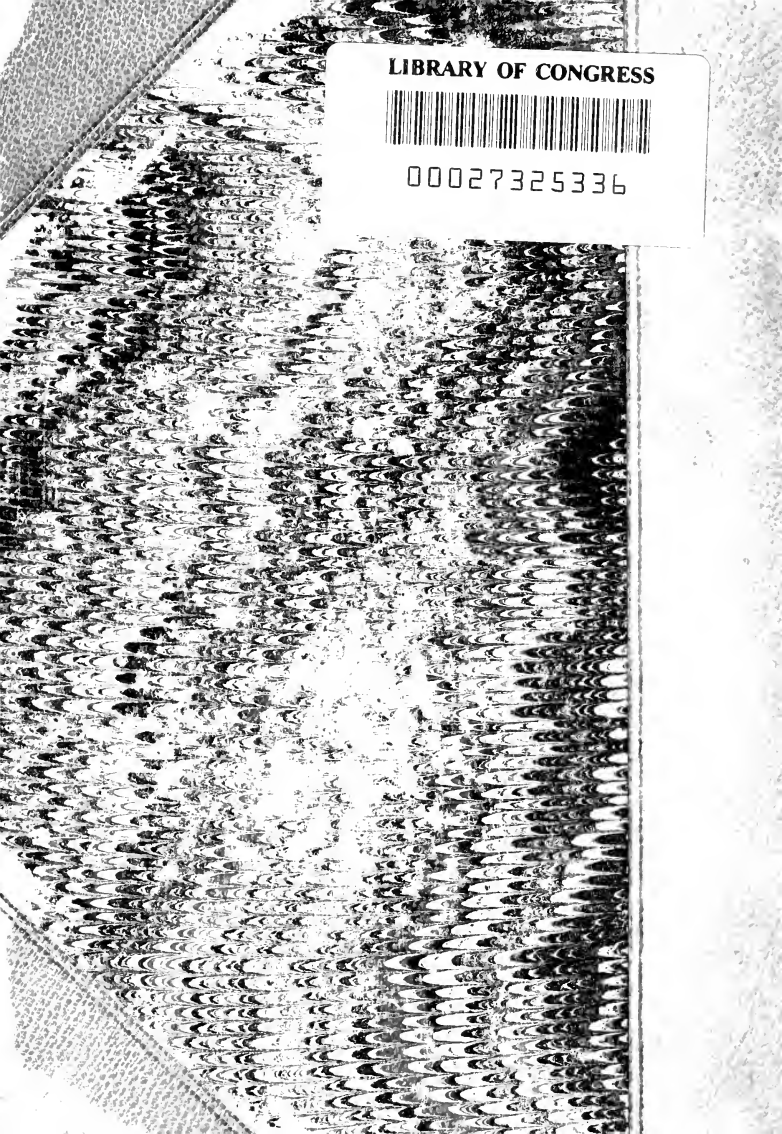
DAILY, AT 12.00 M.,

Making connections with all the early Trains leaving Cincinnati.

FARE $2 00.

The People's Line leave nothing undone to secure the comfort of their patrons.

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